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## The ILLUSTRATED LONDON NEWS



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On and after February 28th, 1936, the address of "THE ILLUSTRATED LONDON NEWS" will be Illustrated House, 32/34, St. Bride St., London, E.C.4.

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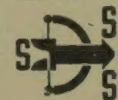
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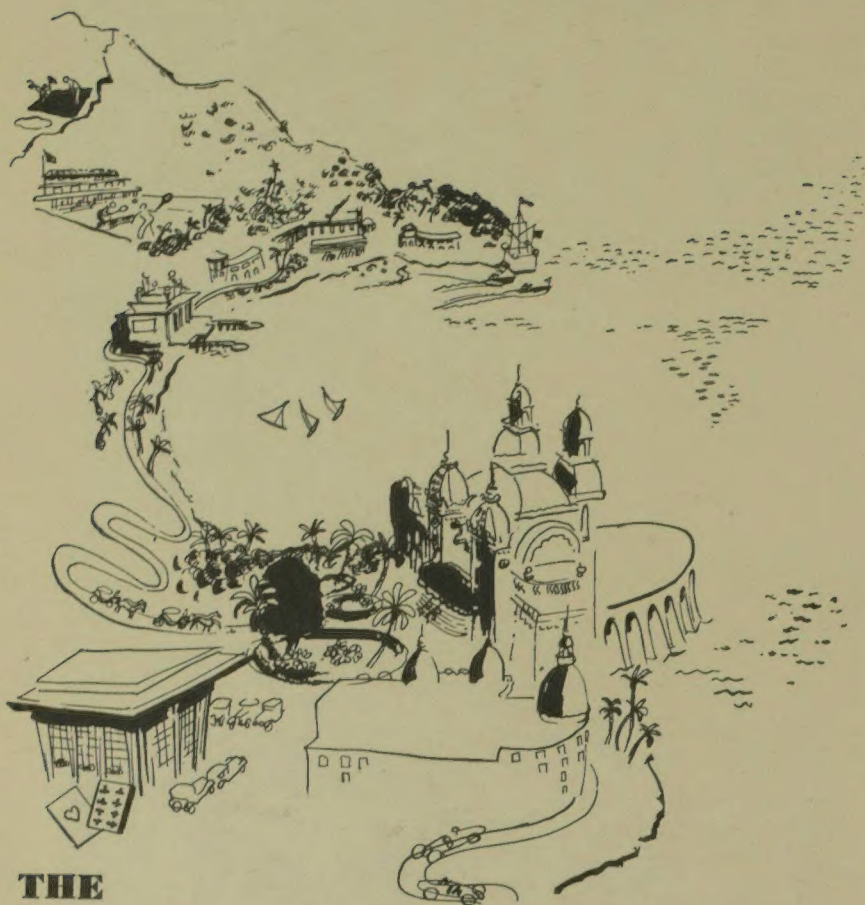
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# THE Monte Carlo

## CALENDAR

### WINTER SEASON, 1936

- MARCH 4 Berlioz' "Requiem," Conducted by Dimitri Mitropoulos.  
 MARCH 5 Monte Carlo Golf Club—"Walter de Frece" Challenge Cup.  
 MARCH 6 MUSIC—GALA CONCERT, CONDUCTED BY RICHARD STRAUSS.  
 MARCH 8 Winter Sports—Monte Carlo Ski Club Relay Race at Beuil.  
 MARCH 19-20 Monte Carlo Golf Club—THE PRESIDENT'S CHALLENGE CUP.  
 MARCH 20 César Franck's "Béatitudes," Conducted by Dimitri Mitropoulos.  
 MARCH 22 Fencing Tournament.  
 MARCH 25 CLASSICAL CONCERT WITH MME. ELISABETH SCHUMANN.  
 MARCH 27 GRAND RECITAL BY MME. ELISABETH SCHUMANN.  
 MARCH 28-29 International Dog Show.  
 MARCH 30-APRIL 5 Annual Tennis Criterium of the Principality of Monaco.  
 APRIL 1 GALA CONCERT WITH MME. LOTTE LEHMANN.  
 APRIL 2 Monte Carlo Theatre—OPENING OF THE BALLET SEASON.  
 APRIL 3 GRAND RECITAL BY MME. LOTTE LEHMANN.  
 APRIL 4 Automobile "Concours d'Élégance."  
 APRIL 8 GALA CONCERT WITH FRITZ KREISLER.  
 APRIL 10 GRAND RECITAL BY FRITZ KREISLER.  
 APRIL 11-13 Motor Races—Prince Rainier Cup and GRAND PRIX DE MONACO.  
 APRIL 13-29 Monte Carlo Country Club—Easter Tennis Tournament.  
 APRIL 14 Monte Carlo Golf Club—THE STANLEY CUP.  
 APRIL 15 Verdi's "Requiem," Conducted by Dimitri Mitropoulos.

SUMMER SEASON AT MONTE CARLO BEACH: The Beach and Swimming Pool will open in May. The Beach Hotels open on June 1 and the Summer Sporting Club opens in July.

(The foregoing is only a brief summary of the more important events up to the end of April: the programme for February has already been published in earlier editions of the Calendar.)

## Travel Arrangements

- TRAIN (24 hours) 1st Class Return Fare, £19 5s. Return Sleeper, £9 19s. 2d.  
 2nd Class Return Fare, £14 0s. 2d. Return Sleeper, £8 17s. 10d.  
 30-day Tickets are available on two days a week at a substantial reduction.  
 AIR (7 hours) Return Fare (to Mandelieu Aerodrome), £22 1s.  
 SEA (7 days) 1st Class Return Fare (to Marseilles), £22.  
 2nd Class Return Fare (to Marseilles), £16.

- HOTELS—HOTEL DE PARIS.—Full pension terms from 30s. per day.  
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At each of these hotels visitors enjoy the advantage of the "pension tournante," which is an arrangement permitting them to take their meals either at the Café de Paris or the International Sporting Club as an alternative to their Hotel Restaurant. There are other good hotels to suit every purse, where full pension terms can be arranged from 10s. per day. Full particulars from Messrs. Thos. Cook & Son, Ltd., and all travel agencies.

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SATURDAY, FEBRUARY 29, 1936.



THE "QUEEN MARY" BY DAY: THE NEW GIANT CUNARD WHITE STAR LINER, WHICH IS TO BE INSPECTED BY THE KING ON MARCH 5. THE "QUEEN MARY" FLOODLIT: THE SHIP AS SHE WILL APPEAR AT NIGHT DURING HER MAIDEN VOYAGE AND WHEN ENTERING HARBOUR.

It is announced that the King will visit Clydebank on March 5 to inspect the great new Cunard White Star liner "Queen Mary," many illustrations of which appear in this number. This will be his Majesty's third view of the ship. He was present when Queen Mary named her in September, 1934. The coming visit is expected to be private and informal. On March 24 the liner will proceed down the Clyde on her way to Southampton, where the installation of her luxurious

fittings will be completed. All her essential machinery and equipment is already in place, and the dock trials of her engines and propellers have been satisfactorily carried out. It was lately revealed that on her maiden voyage, and when she arrives in harbour at night, her funnels and upper structure will be floodlit—an innovation that will enhance the impressiveness of her size and her graceful lines. Our upper photograph here is by Stewart Bale, of Liverpool.





By G. K. CHESTERTON.

I HAVE just been reading, with great admiration, the last book by Mr. Sinclair Lewis; and re-reading some of his earlier works; and at the same time a much earlier work, as it happened: the impressions (admittedly rather harsh and hasty) of Charles Dickens on the America of the War-Hawks and the old Oregon quarrel. Of course, there can be no comparison between a criticism of America by an Englishman and a criticism of America by an American. But the difference cuts both ways, and sometimes cuts rather sharply. The foreigner is bound to be more superficial; the native may easily be more malicious.

In some ways Martin Arrowsmith would be more critical than Martin Chuzzlewit. For me it is easier to sympathise with Elijah Pogram than with Elmer Gantry. But then I have a great relish for the old rhetoric about liberty. Even in parody it is still poetry. And that is indeed a key to much of the rich romance of Dickens; that men like Micawber and Swiveller were echoing the romantic rhythms of Moore and Byron. In spite of himself, he did the same thing for the American speakers as for the English or Irish writers. Something I can only call the Great Gusto remains both in Byron and Dickens. So the fact that there was a great English satirist does not alter the fact that there were great American orators. The natural anti-slavery indignation of Dickens does not destroy the greatness of Calhoun. But the difference is that here a humorous writer was making fun of serious things. In the later case, a serious writer is making fun of frivolous things. For it is not superficial seriousness, but fundamental frivolity, that Sinclair Lewis criticises in the modern world. The world of Mr. Babbitt may even have been happier than the world of Mr. Brick. But Mr. Jefferson Brick at least believed that he had a holy cause of freedom for which to fight, even if an Englishman chose to make fun of it. Perhaps that is really the difference; that the old satirist was roused by the discontent of men, but the new satirist by their contentment.

There is, in any case, another difference between the nineteenth century and the twentieth century satire; between a satirist like Dickens and a satirist like Sinclair Lewis. And that is that the more modern writer, though sometimes wider, is often weaker, owing to a lack of solid certitude about the civilisation he defends. Dickens had ideas about politics and ethics which were generally simple and sometimes superficial. But they were only superficial in the matter of satisfying a freer or more fastidious taste; they were not superficial in the sense of not satisfying him. We may regard them as dated and rather decayed vegetables, but they seemed to him to be planted quite deep and rooted quite securely. And this undoubtedly gives a greater confidence to his

common sense, or what certainly seemed to him to be common sense. We may easily feel that confidence to be too confident; to give to the step and gesture of the Victorian satirist a touch of swagger. We may rightly feel that the more sceptical satirist of our own time has learned a little more about the complexity of life. But, whether for better or worse, it is certainly the new sort of satirist who suffers from not being quite certain of his own civic ideal, and therefore ends by attacking every type of civic ideal without ever suggesting one of his own. The modern satire is full of one sort of curious certainty: that existing society is insanity. I incline to agree; and perhaps it is rude to reply that the modern satirist himself has doubts about his own sanity.



A MAGNIFICENT TITIAN—THE MOST IMPORTANT SINGLE WORK OF ART BOUGHT BY THE METROPOLITAN MUSEUM OF ART, NEW YORK: "VENUS AND THE LUTE-PLAYER"; SOLD BY DUVEEN BROTHERS FOR A SUM BELIEVED TO BE £70,000.

On February 21 the New York Metropolitan Museum of Art announced the purchase of this painting by Titian. The picture was painted about 1540. It was bought by Lord Duveen from the collection of the Earl of Leicester. It hung for years, obscured by dust and varnish, at the Earl of Leicester's seat at Holkham Hall, Norfolk.—[Copyright reserved.]

Anyhow, he has doubts about his own definition of sanity. The longer he looks at the modern world, the fewer and fewer people he seems really to think sane. It is an old joke that the satirist should end up by saying that he is the only sane man in the world. But I am not sure that the modern satirist will end up with any very complete confidence even about that. At the best, his ideal solution will be something so eccentric and esoteric and abstruse that the balance will be left rather doubtful between the satirist and the thing satirised. There will be no body of common sense to decide which of the two is really uncommon nonsense. There will be no public opinion, but only a chaos of private opinions.

Now in the day of Dickens it was not so. Stiggins might be a caricature of dissenting preachers, but everybody dissented from a dissenting preacher like Stiggins. Skimpole might be an unjust description of the light artistic attitude of Leigh Hunt; many thought that Hunt was wronged by the suggestion that he was like Skimpole, but everybody thought

that Hunt was wrong if he really was like Skimpole. In other words, the satirist, as much as the moralist, was appealing to an admitted moral law. It was his object to put those enemies outside that law. Dickens might be making an unjust picture of Skimpole, as Buzfuz made an unjust picture of Pickwick. But they both appealed to the same justice in making a picture of injustice. Dickens was just as certain that it did damage Skimpole to suggest that he had none of the antiquated sense of honour about private property, as Buzfuz was certain that it did damage Pickwick to suggest that he had heartlessly refused to a woman the dignity of marriage and laid waste that domestic oasis in the desert of Goswell Street. Dickens and Buzfuz were both advocates, if you like to put it so; they were unjust or unscrupulous advocates, if you happen to think so; but they were both advocates appealing to a Law.

Now the difficulty about the modern satirist is that it seems possible to discover everything about him except the Law to which he appeals. His hatred is even harsher than the worst and wildest of Victorian caricature; but among the thousand things that he dislikes, it becomes less and less possible to discover anything that he likes. I am quite as capable as he is of disliking many things that the Victorian humorists somehow managed to like. There are moments when I am more irritated with Mr. Cheeryble than Mr. Scrooge. But Dickens did know why he preferred Mr. Cheeryble to Mr. Scrooge. But somehow I fear that Mr. Sinclair Lewis or Mr. Aldous Huxley are quite capable of cursing Christmas with all the acrid energy of Mr. Scrooge, merely because they are sick of the very sight of Mr. Cheeryble. I quite understand that; it is normal to many little

boys to be sick after Christmas from having too many sweets. But we want some basis for satire more philosophical than the reaction we call sickness. I do not blame Mr. Sinclair Lewis for being sick of the cheery Rotarian as of the cheery Cheeryble; but Dickens did believe in that kind of philanthropy as against avarice, and I can never be certain that the other kind of satirist believes in any philosophy as against anything. There was a time, not very long ago, when the majority of such satirists could unite in calling themselves Socialists. There is a real and rigid type to be found still among some of them, who would now call themselves Communists. But for most of them, and especially for the best of them, in a literary sense, it would already seem that Socialism is too vague and broad, and Communism too harsh and narrow. Mr. Sinclair Lewis, in his last book, for instance, attacks Fascists and even Capitalists; but he does not specially support Communists or even Socialists. He is hardly even a Radical as Dickens was a Radical. He is simply a satirist, reduced to satirising everything and everybody.



## PERILS BY SEA, AIR, AND LAND: DISASTERS, MISHAPS; AND AN R.A.F. EXPERIMENT.



THE DAMAGED BOW OF THE "WINCHESTER CASTLE": THE LINER'S TWISTED PLATES AFTER SHE HAD RUN AGROUND OFF PORTLAND. We mentioned in our last issue that the 20,000-ton Union Castle liner "Winchester Castle" went aground off Portland in a thick fog on February 16 and was on the rocks for three hours before getting off. We gave a photograph of the liner making for Southampton after the accident. Here is seen the damage to the bow revealed when she went into dry dock.



A NEW FIRE-FIGHTING APPARATUS TESTED BY THE ROYAL AIR FORCE: AN AEROPLANE SET ALIGHT TO TEST THE EFFICIENCY OF THE NEW TENDER.

On February 21 the Royal Air Force experimented with a new type of fire tender at Northolt Aerodrome. An obsolete fuselage was set alight and the fire was allowed to get a firm hold before the tender was brought into action. In this photograph Air Force men, one of them clothed in a complete asbestos suit, are seen running to the blazing machine. The experiment was watched by a number of Air Ministry and fire brigade officials.



RECOVERING THE WRECKAGE OF THE R.A.F. BOMBER WHICH FELL INTO THE SEA OFF LE HAVRE: A DISASTER WHICH COST THREE LIVES.

In the early morning of February 19 two Royal Air Force night bombers, which had been engaged in the Air Exercises, met with disaster—one in the Channel, about a mile off Le Havre, the other between Petersfield and Midhurst, Sussex. In each accident three lives were lost. Both machines were Heyford twin-engined bombers. The one which came down in the Channel had got badly off

(Continued opposite.)



THE WRECKAGE OF THE R.A.F. BOMBER WHICH CRASHED IN SUSSEX: A DISASTER IN WHICH THREE LIVES WERE LOST.

The Royal Air Force Heyford twin-engined night bomber, which, in cloudy weather, struck high ground between Petersfield and Midhurst in the early morning of February 19, was on its way back to Boscombe Down, Salisbury Plain, after making its raid in the Air Exercises. All the three occupants were killed. The wreckage caught fire after the crash and the wings and after-part of the machine were completely destroyed.



THE ONLY SURVIVOR OF THE R.A.F. CHANNEL DISASTER: FLYING-OFFICER R. H. PAGE (RIGHT), THE CHIEF PILOT, WHO WAS RESCUED IN A CANOE.

its course and its petrol was exhausted. Flying-Officer R. H. Page, who was in charge, was the only one of the four occupants to be rescued. He was picked up in a canoe by a Frenchman, M. Tanguy, and, when the canoe filled, was supported by his rescuer until both were picked up by a ferry-boat. The three other occupants of the bomber were drowned in attempting to swim ashore. The crash in Sussex is illustrated in a photograph given below.



FIRE AT A GIRLS' SCHOOL: THE WEST WING OF QUEENSWOOD, NEAR HATFIELD, ABLAZE IN A FIRE WHICH CAUSED NO INJURIES.

The west wing of Queenswood, the boarding-school for girls, near Hatfield, was destroyed in a fire which broke out early in the morning of February 20. The sixty-five girls who were sleeping in the wing were marched out by the headmistress, and no one was injured. There was no panic. The part of the school affected included the headmistress's private quarters and accommodated pupils aged from about thirteen to sixteen.



# ITALY'S ADVANCE IN NORTHERN ABYSSINIA: WITH BADOGLIO'S FORCES.



AN OBSERVATION-POST USED BY MARSHAL BADOGLIO WHILE THE RECENT BATTLE FOR THE HEIGHTS OF AMBA ARADAM WAS IN PROGRESS: THE ITALIAN COMMANDER WATCHING THE OPERATIONS.



ITALIAN ARTILLERY—AN ARM WHICH PLAYED AN IMPORTANT PART IN THE CAPTURE OF AMBA ARADAM: ASKARI GUNNERS WAITING TO OPEN FIRE.



THE MARCH OF FASCISM IN NORTHERN ABYSSINIA: A COLOSSAL HEAD OF SIGNOR MUSSOLINI (A NEAR VIEW OF WHICH WAS GIVEN IN OUR LAST ISSUE) LOOKING DOWN ON ADOWA.



THE PRECIPITOUS COUNTRY WHICH HAS MADE ITALIAN OPERATIONS IN THE NORTH SO DELIBERATE AND NECESSITATED THE USE OF ALPINE TROOPS: MOUNTAINS IN NORTHERN ABYSSINIA.



AN ITALIAN SHELL BURSTING ON AN UNCULTIVATED PLAIN TYPICAL OF CERTAIN DISTRICTS IN NORTHERN ABYSSINIA: A PHOTOGRAPH TAKEN NEAR THE DOGHEA PASS, BETWEEN MAKALE AND SHELİKOT.

As noted in our issue of February 22, a communiqué from Marshal Badoglio on February 16 described an Italian victory in which his troops captured Amba Aradam, an important mountain stronghold of Ras Mulugeta, situated twelve miles south of Makale. Several indications, however, throw doubt on the completeness of this victory. Firstly, it must be noted that the Italians had already claimed to have got as far as Shelikot (itself about ten miles S.S.E. of Makale) as far back as last November. That a week's operations should culminate in the capture of a position which was, apparently, only three miles distant from the starting line suggests that

their moves were deliberate, to say the least. True, the Italians claimed to have reached Aderat—some fifteen miles further on—a week later; but this can hardly be called speedy movement. Their advance on Makale in last November was considerably faster. If Ras Mulugeta's army was completely routed, it is curious that the Italians did not exploit their victory more fully and rapidly. In addition, there is Ras Mulugeta's own account of a strategic retirement from Amba Aradam interrupted by the Italian offensive. Though, doubtless, this description of the battle must be taken with a grain of salt, it may well contain an element of truth.



## THE BATTLE OF ENDERTA, WHICH ENDED IN THE CAPTURE OF AMBA ARADAM.

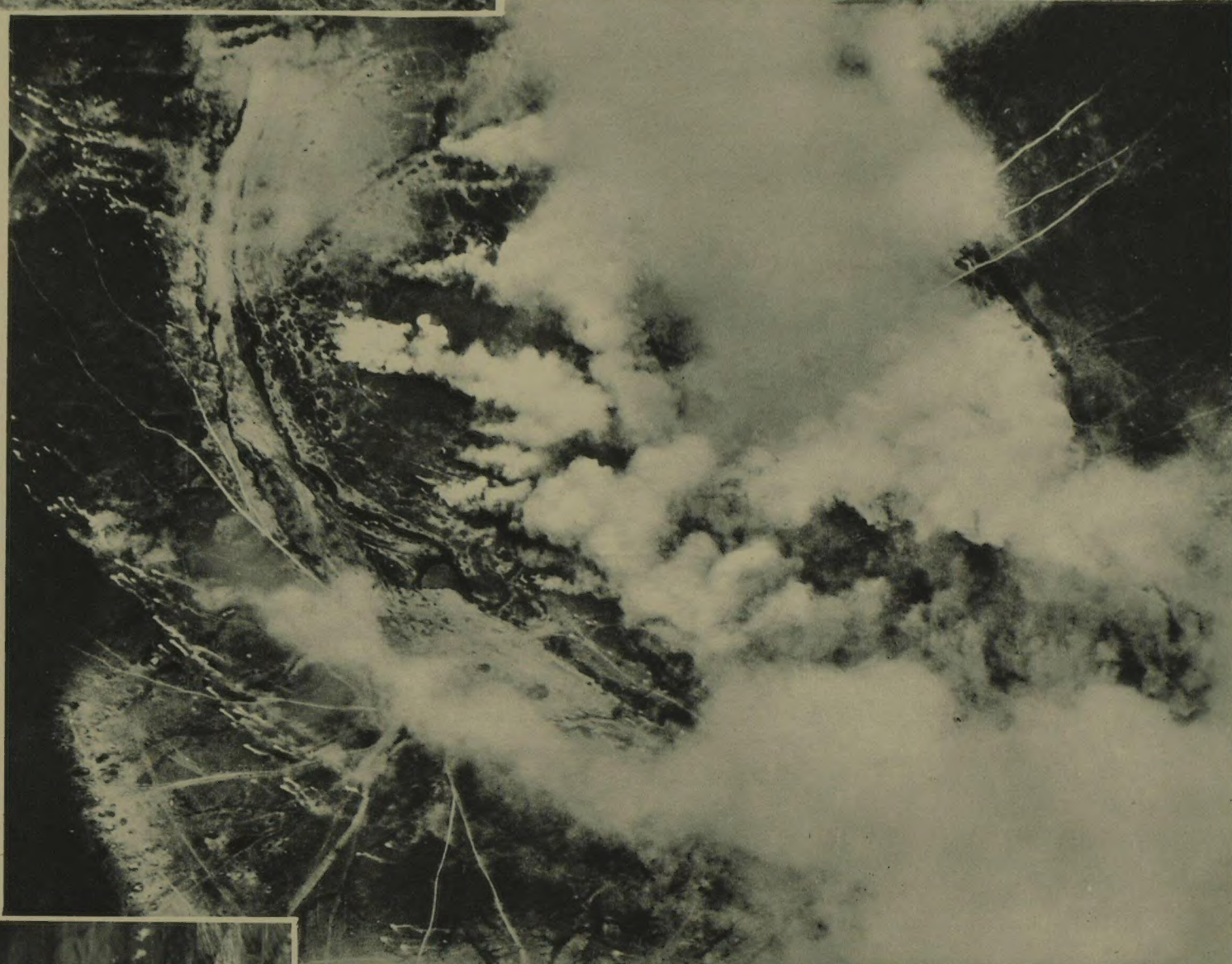


ITALIAN ARTILLERY IN ACTION IN THE BATTLE OF ENDERTA, WHICH ENDED IN THE CAPTURE OF AMBA ARADAM ON FEBRUARY 15.

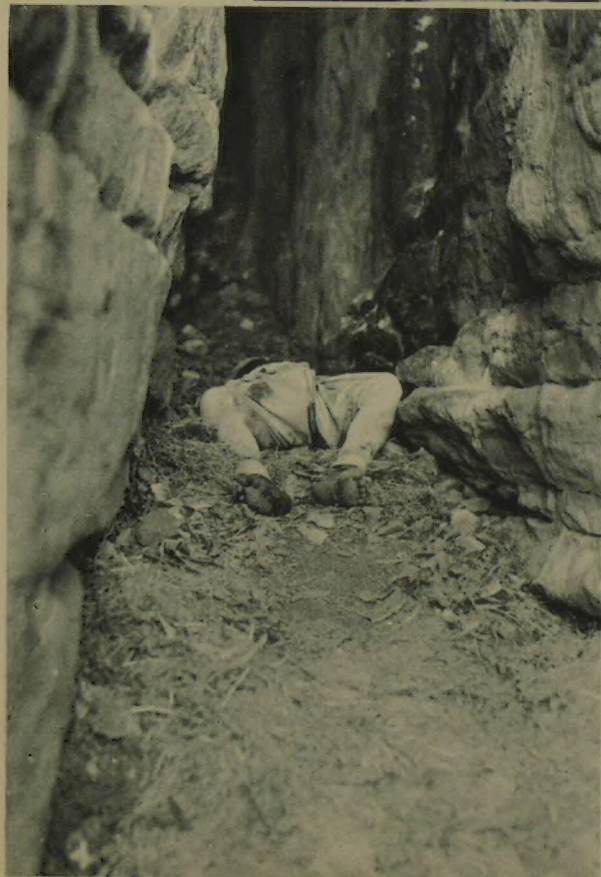


A FRONT-LINE ITALIAN OBSERVATION-POST, WITH LIGHT ARTILLERY IN ACTION AGAINST THE TROOPS OF RAS MULUGETA: ONE OF THE ROUGH STONE FORTIFICATIONS COMMON ON THE NORTHERN ABYSSINIAN FRONT.

It appeared by February 24 that the resounding Italian victory claimed by Marshal Badoglio on February 16 had not been exploited as fully as the first reports indicated. The advance in the Enderta region (south of Makale) came to a standstill, the troops occupying positions some eighteen miles beyond those held before the successful attack on Amba Aradam began. It was not certain that Ras Mulugeta had failed to extricate the bulk of his troops. Meanwhile, there came Abyssinian reports of raids carried out on the Italian lines behind Aksum and Adowa to relieve the pressure on the forces facing Makale.



"THE AIR ARM IS GIVING NO RESPIRE TO THE FUGITIVES, WHO ARE RETIRING TOWARDS THE SOUTH"—ACCORDING TO MARSHAL BADOGLIO: BOMBING THE ROAD TO AMBA ALAJI, SOUTH OF AMBA ARADAM.



(LEFT) ABYSSINIAN DEAD IN THE CAVERNOUS FASTNESSES OF AMBA ARADAM: THE NATURAL FORTRESS DESCRIBED AS AN "INTRICATE MASS OF CAVERNS, VALLEYS, PEAKS, CRAGS AND RUGGED GROUND, WHICH OFFER DEFENSIVE POSITIONS AT EVERY TURN."

(RIGHT)  
"PROTECTIVE COLOURING" IN AN ITALIAN TENT: AN OUTPOST IN THE MOUNTAINOUS COUNTRY OVERLOOKING THE GABAT RIVER, SOUTH OF MAKALE.





## KHAMA'S SON MARRIED BEFORE A UNION JACK.

Tshekedi Khama, Regent Chief of the Bamangwato tribe in Bechuanaland, and son of the celebrated King Khama, who once visited England to seek audience of Queen Victoria and obtain redress for his people, was married on February 3, in the mission church at his capital, Serowe. Tshekedi, who is thirty-one, was installed as Regent in 1926. His bride, aged twenty-six, was Tshekedi's daughter, daughter of Khama's half-brother. She studied for several years at Lovedale College, a well-known native institution. Her bridal dress, complete with veil and train, was made in Johannesburg; and Tshekedi's mother, Queen Semane, Khama's widow, was also gowned in European style. Tshekedi himself was driven to church by Mr. Alfred York Page-Wood, a veteran resident in Bechuanaland who knew Khama well. As Tshekedi stepped from the car, he was wildly cheered by thousands of his subjects gathered from all parts of the country. At his express desire, he was married before the British flag, under which his people had long enjoyed liberty and peace. He decreed that there should be no pomp and pageantry or orgies of feasting. The officiating clergy included the Rev. J. H. L. Burns and the Rev. J. K. Main.



SHOWING THE UNION JACK BEFORE WHICH THE CEREMONY WAS CONDUCTED AT THE BRIDEGROOM'S SPECIAL REQUEST: THE MISSION CHURCH AT SEROWE, BECHUANALAND, CROWDED FOR THE WEDDING OF THE REGENT CHIEF, TSHEKEDI, WITH A NATIVE CONGREGATION CLAD IN ALL THE COLOURS OF THE RAINBOW.



THE BRIDEGROOM'S MOTHER AND WIDOW OF THE FAMOUS KING KHAMA, WHO CAME TO SEEK AUDIENCE OF QUEEN VICTORIA: QUEEN SEMANE (ON THE RIGHT) ARRIVES FOR THE WEDDING.



WEDDING GUESTS IN "ASCOT" STYLE: THE BRIDEGROOM'S UNCLE, PHETHU MPHOENG (LEFT), IN GREY FROCK COAT AND TOP-HAT, WITH ANOTHER HEADMAN OF THE BAMANGWATO.



THE GROUP ON THE CHURCH STEPS AFTER THE CEREMONY: (IN CENTRE FOREGROUND) TSHEKEDI AND HIS BRIDE; (TO THE LEFT OF THE BRIDEGROOM) HIS BEST MAN, SERETSI (SON OF KHAMA'S SUCCESSOR, KING SEKGOMA), AND QUEEN SEMANE.

## NOTABLE OCCASIONS AT HOME AND ABROAD.



AN IMPRESSIVE EXAMPLE OF BRITAIN'S NAVAL POWER: THE GIANT BATTLE-CRUISER, H.M.S. "HOOD," LEAVING PORTSMOUTH, AT THE END OF A MONTH'S STAY FOR HER CREW'S PERIODICAL LEAVE, TO REJOIN THE HOME FLEET ON ITS SPRING CRUISE.



THE NEW ZEPPELIN HANGAR NEARING COMPLETION AT FRANKFORT, SIMILAR TO ONE AT RIO DE JANEIRO: A VAST STRUCTURE BUILT TO HOUSE THE NEW GIANT ZEPPELIN, "HINDENBURG," THE WORLD'S LARGEST AIRSHIP, DUE TO LEAVE FRANKFORT ON HER MAIDEN VOYAGE ACROSS THE ATLANTIC EARLY IN MAY.



SOCIAL CREDIT LEGISLATION IN ALBERTA FORECAST IN THE SPEECH FROM THE THRONE: THE LIEUTENANT-GOVERNOR (MR. W. L. WALSH) READING THE SPEECH AT THE OPENING OF THE FIRST SESSION OF THE EIGHTH LEGISLATURE, AT EDMONTON.

Among announcements concerning the Navy it was stated recently: "H.M.S. 'Hood' will leave Portsmouth for Weymouth Bay on Friday (February 21) and will leave Weymouth on Saturday (the 22nd) to rejoin the Home Fleet on its spring cruise. The 'Hood' left Gibraltar on January 13 and arrived at Portsmouth on January 17 to give periodical leave to her ship's company."—This year the German Zeppelin Company will open new airship harbours at Frankfort-on-Main and Rio de Janeiro. The hangar at Frankfort, here illustrated, is expected to be finished by April 1. The new Zeppelin, "Hindenburg" (L.Z. 129), which will be the largest airship in the world, double the size of the famous "Graf Zeppelin," is now nearing completion at Friedrichshafen, and will probably leave Frankfort on her maiden voyage across the Atlantic on May 6.—The Speech from the Throne read by the Lieutenant-Governor at the opening of the Alberta Legislature, on February 6, announced: "The economic reconstruction which my Government has promised presents many problems for solution, which involves new conceptions of human rights and social justice. . . . The measure leading to the adoption of a plan based on the principles of social credit will be submitted for your consideration."



## A WINDOW ON THE WORLD: NEWS OF THE WEEK IN PICTURES.



AFTER THE RECENT GALE IN TURKEY, WHEN THE WIND REACHED 100 M.P.H.: A MINARET OF THE SULTAN AHMET MOSQUE, ISTANBUL, WITH ITS POINTED TOP DANGEROUSLY TWISTED.

On February 11, when severe weather was experienced in this country, a fierce northerly gale wrought great havoc in Istanbul and in other parts of Turkey. The wind is said to have reached a velocity of 100 m.p.h., and was followed by a heavy snowstorm. The upper parts of two minarets of St. Sophia were blown off, and one of those at the Sultan Ahmet Mosque was damaged; while many houses had their roofs torn away. Numerous lighters were sunk and two steamers lying in the Bosphorus dragged their anchors. Some pilgrims were reported to have lost their lives in one of them.



THE WORLD-FAMOUS ST. SOPHIA MOSQUE AT ISTANBUL DAMAGED BY THE GALE: MINARETS WITH THEIR UPPER PARTS BLOWN AWAY.



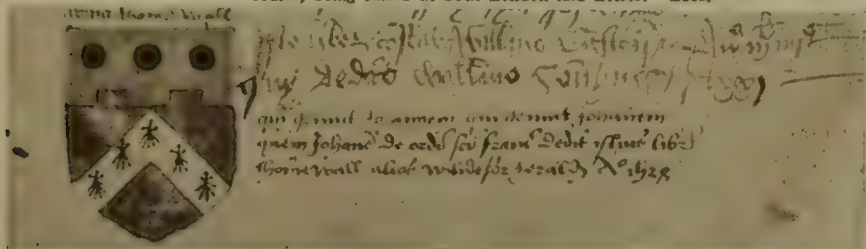
THE FIRST CHIMPANZEE TO BE BORN IN SCOTLAND AND SURVIVE: ANDREW, WITH HIS MOTHER, WEDNESDAY, AT THE EDINBURGH "ZOO."

It was arranged recently that Andrew, the first chimpanzee to be born and to survive at the Scottish Zoological Gardens, Edinburgh, should be on view to the public for a short period each day. He was six weeks old on February 28. He and his mother, Wednesday, are in a special enclosure in the ape house. The father, Flanagan, an eight-years-old ape, has not yet seen his son. Young chimpanzees are now, of course, being raised at both London and Bristol "Zoos."

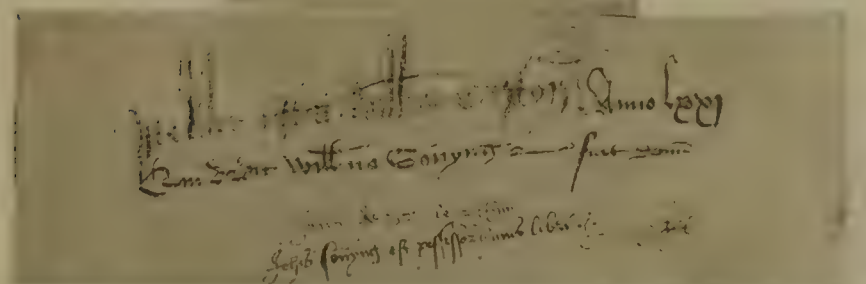


AN INTERESTING YOUNGSTER AT WHIPSNADE "ZOO": MARY, THE BROWN BEAR, WITH HER SIX-WEEKS-OLD CUB.

A correspondent notes of the above photograph: "Mary, the brown bear at the Whipsnade 'Zoo,' had a baby last year, but it was killed by a jealous father. This year she had two more and one of them is still alive. It is now six weeks old and looks like being successfully reared. The keeper is anxiously looking after mother and child, for a baby brown bear is something of a rarity."



*Pro liberacione...*



THREE INSCRIPTIONS CONTAINING THE NAME OF CAXTON, THE FIRST ENGLISH PRINTER, IN A BOOK ONCE OWNED BY HIM; TO BE SOLD SHORTLY.

The greatest interest has been aroused by the fact that a book from the library of William Caxton, the first English printer, signed by him in three places, is to appear in the sale-room. This is the "Libel of English Policy" bound up with other manuscripts; and it will be offered at Messrs. Sotheby's in a sale on March 30 and 31. The uppermost inscription reproduced here begins: "Iste liber constat Willmo Caxton." The other inscriptions both contain Caxton's name.



ROME REJOICES AT THE CAPTURE OF AMBA ARADAM: JUBILANT CROWDS WITH PLACARDS DENOUNCING ABYSSINIA, ENGLAND, AND THE LEAGUE OF NATIONS.

All Italy was beflagged on February 18 in celebration of the victory of Amba Aradam in Abyssinia. University students at Rome obtained a holiday and marched in procession to the Palazzo Venezia, where Signor Mussolini appeared on a balcony, though he made no speech. Our photograph shows some naive placards acclaiming the Italian army, and holding up to infamy the Emperor of Abyssinia, John Bull, and the League of Nations and its protégés.



# A GENTLEMAN OF FORTUNE.

BEING AN APPRECIATION OF  
 "SIAMESE WHITE": By MAURICE COLLIS.\*

(PUBLISHED BY FABER AND FABER.)

MERGUI is a Burmese port at which the writer of this unusual and deeply interesting book was formerly stationed as a member of the Indian Civil Service.



FORT ST. GEORGE, MADRAS: THE HEADQUARTERS OF THE EAST INDIA COMPANY'S TRADING ESTABLISHMENTS ON THE BAY OF BENGAL WHEN SAMUEL WHITE BEGAN HIS CAREER IN THE EAST IN THEIR EMPLOYMENT.

Here he became interested in the adventures of a certain Samuel White, who, in the late seventeenth century, made a great stir in the East. Mr. Collis has not only picked up fragments of White's chequered history on the spot, but has followed the theme in a number of sources hitherto inadequately explored. The result is a tale as adventurous, as fantastic, and as animated as many an imaginative romance of escapades by sea and land. Mr. Collis unfolds an extraordinary narrative and displays remarkable characters in a vivid setting. At the same time he presents a lively picture of commercial enterprise, with all its complications, in the Far East, and of the whole Oriental scene, three hundred years ago. His story, though it shows some little inexperience in arrangement and sequence, holds the attention and entertains the imagination in every page.

In 1687 Mergui was a port of great commercial value in the Kingdom of Siam, which was a powerful and wealthy state with an ever-growing trade. Its capital, far in the interior, and approached only by a laborious and dangerous forest journey, was Ayudhya, a city of great fame and magnificence. Across the Bay of Bengal, at Madras, was one of the most important posts of the East India Company. The Company, as is well known, enjoyed a royal monopoly of trade in these waters, but there was a large and tolerated class of "free merchants" or "interlopers" who, in defiance of the monopoly, made very handsome profits, especially in the coastal trade. To this class belonged White's brother George, who had a protégé and associate in a Greek adventurer named Phaulkon. Of this remarkable personage we shall have more to say; suffice it for the present that he had established himself in high favour at the Siamese capital and had large designs for the extension of Siamese power, with the aid of the French and against the threatened encroachment of the Dutch. Phaulkon and George White offered young Samuel White, who had come out to India in the service of the East India Company, employment under the King of Siam. It was a post with large possibilities of ill-gotten gains, and it was accepted readily by White, who from the first seems to have been as avaricious as he was unscrupulous. After a period of comparatively honest trading, he found himself, at the age of thirty, in supreme control of the port of Mergui as the King's *Shahbandar*. He proceeded to make hay.

Phaulkon, who rapidly rose to be the chief power in Siam, issued orders which, in effect, gave White *carte blanche* to commit any depredations he pleased on the ships of the King of Golconda. While White was still licking his lips at the prospect, the orders were suddenly countermanded. This was more than White could bear; he chose to ignore the revocation of his commission, and entered with gusto upon a campaign which was "a mixture of filibustering, piracy, and legitimate prize-taking"—with piracy as the predominating element. In addition, he swindled his royal master on a huge and cynically open scale. His rapacities became so notorious that he was suddenly recalled to Ayudhya to give an account of himself. He was put through a formal examination, and saved from condemnation only by the influence of Phaulkon, who was now supreme in the state. Dismissed with a severe warning by his patron, he made no attempt to mend his ways, but at least he took warning of the precariousness of his position.

For he was in a tight place, as he realised on his return to Mergui. He had committed numerous acts of violence and robbery upon foreign shipping; this he had done not only without, but in defiance of, the orders of his Government—for he had failed to extract from Phaulkon any retroactive authorisation of his campaign against Golconda. Should he ever be brought to book, therefore, he stood convicted of the plainest piracy. And now another threat hung over him. He had incurred the wrath of the East India Company, whose property and shipping he had repeatedly violated.

If his own countrymen were sent to arrest him, and if he then defended himself with the guns and fortifications of Mergui, there would be a charge of high treason as well as of piracy. Mergui was too hot to hold Samuel White, and he determined to make his escape to England, whither (always provident) he had already remitted large sums of money. He even took the precaution of forging, in a most ingenious manner, an authorisation, purporting to come from the Government of Siam, of his misdeeds against Golconda, thus providing himself with a complete answer to any charge of piracy.

But he was too late. Before he could get clear, there arrived at Mergui H.M.S. *Curtana*, under command of Captain Weltden, who had orders to take White to Madras for examination and to call upon all British subjects, by

of seducing the impecunious Weltden from his duty, when events took an unexpected turn. The native population of Mergui, suspicious of the two Englishmen's mysterious behaviour, rose and massacred the European residents. White escaped unharmed, but Weltden had the narrowest possible escape from death. The *Curtana* managed to extricate herself from Mergui, and on the journey to Madras White gave Weltden the slip and made his way to England.

To this drama of intrigue and knavery there was an unexpected Chorus. A certain Davenport, a clerk of the East India Company, was a passenger on one of the ships captured by White, and he was induced to enter the employ of a freebooter who badly needed the services of a good man of business. Davenport learned all White's secrets, and has left an account of the whole affair in the remarkable "Davenport Papers," which have been one of Mr. Collis's principal sources. He was a cool, competent, and orderly man, who repeatedly gave White excellent advice, and tried to save him from his own sins. But he obviously knew too much, and when he became inconvenient, White and Weltden did not scruple to plot his murder. Davenport defied them with great courage, and came out of a most perilous situation unscathed. What became of him eventually is not known, but his contribution to history deserves our gratitude, even if we cannot credit him with a wholly clear conscience in the affairs of Samuel White.

On his return to England, White achieved his masterpiece of impudence. On the principle that attack is the best defence, he lodged a petition to the House of Commons against the East India Company for interfering with his right of free trading! This was a cunning move, for the Company's monopoly had grown intensely unpopular, and White's claim (in which, needless to say, facts were of subsidiary importance to ingenuity) raised an issue of considerable legal and political importance. White, however, died suddenly before the petition had been heard. His short life of thirty-nine years had been as full of colour and incident as it was devoid of decency.

The wretched Weltden attained a respectability which he had hardly merited, but ill-success dogged him. After many dull years in England as a country gentleman, he was actually appointed Governor of Fort William in Calcutta, but soon lost the post through incompetence and indolence. Robbed by the French of all his money on the way home to England, he passed the rest of his days in obscurity.

The most picturesque figure in the book is undoubtedly the Greek Phaulkon. He was a man of great ability and of versatile talents, who completely dominated an Oriental kingdom and gained remarkable influence with the Government of Louis XIV. He leapt at one bound to what one of his dismissed employees called "a soaring Lordship and a heathenish Grace." In Oriental flamboyance, he out-sultaned sultans. "He had two palaces, one at the capital, and one at Louvo. The private chapel attached to the latter was the finest the French had seen anywhere, faced with marble, gilded, and decorated inside with biblical pictures by Japanese artists of ability. He had a bodyguard of twenty Europeans, who accompanied him when he went out. He had an English secretary called Mr. Bashpool. His table was lavish; forty covers were laid for dinner daily; it was calculated that he spent every year on wine alone fourteen thousand crowns. He gave audience like the King, everyone, except the French noblemen of the Embassy, having to crawl before him." He was courageous, too, as he showed in quelling a very serious revolt of the Macassars. But the gods are inexorable in their penalty for *hybris*, and Phaulkon's end was exactly what might have been predicted. The Siamese rose against the foreign usurper, and he was abased, with imprisonment, torture, and indignity, as low as he had soared high. His end was in the best manner of theatrical seventeenth-century executions. His fate was accomplished—but he had had a run for his money!

C. K. A.



AN AYUDHYAN BRONZE HEAD, PRESERVED IN THE BRITISH MUSEUM: A BEAUTIFUL RELIC OF THE SPLENDOR OF THE SIAMESE EMPIRE AT THE TIME OF SAMUEL WHITE.

Reproductions from "Siamese White," by Courtesy of the publishers, Messrs. Faber and Faber. British Museum Copyright.

royal proclamation, to leave the service and protection of the King of Siam. Weltden's orders, indeed, amounted to nothing short of a declaration of war on Siam—a fantastic enterprise on which the East India Company embarked with wholly inadequate forces or preparation. The *Curtana* was only a converted and ill-found merchantman, and Weltden merely a hired and temporary naval officer. He was a poor creature, both unscrupulous and unintelligent, and White at once set to work to delude, cajole, flatter and tempt him. There seems little doubt that he was rapidly succeeding, by promises and suggestions, in his design



OLD MASULIPATAM: A STATION OF THE EAST INDIA COMPANY ON THE BAY OF BENGAL, TO WHICH WHITE TRADED FROM TENASSERIM, TRANSPORTING ELEPHANTS.

\* "Siamese White." By Maurice Collis. (Faber and Faber; 15s.)



# THE "PETS' PROMENADE" IN THE "QUEEN MARY": A NOVEL IDEA.

DRAWN BY C. E. TURNER FROM A SKETCH BY OUR SPECIAL ARTIST, G. H. DAVIS.



ACCOMMODATION FOR FOUR-FOOTED AND FEATHERED PASSENGERS PROVIDED IN THE NEW GIANT CUNARD WHITE STAR LINER :  
A PREVISION OF LIFE IN THE "QUEEN MARY'S" ANIMAL ENCLOSURE DURING AN ATLANTIC VOYAGE.

Special accommodation has been provided in the "Queen Mary" for passengers' pets, which cannot, of course, be kept in cabins. Our drawing anticipates a typical scene when dogs are exercised, by an expert attendant, while a caged bird is given an airing. The animals' quarters adjoin the dome of the squash rackets court, at the base of the midships funnel (extreme left) on the port side, and part of the

deck is completely enclosed, with casings over fans and vents forming a wall. The foreground end is out of the picture. Behind the left-hand wall are some forty kennels, lit by an overhead skylight. They will be warmed in winter and ventilated in summer. The wire netting is to keep animals from straying on to the adjoining deck and perhaps falling overboard. Through it is visible one of the ship's boats.



## BOOKS OF THE DAY.

JUST before beginning this article I went for a walk up Hampstead—it is generally a matter of going "up" if one lives there, for only those "at the top of the tree" (in their particular walk of life) can afford to dwell at the top of the hill. The goal of my pilgrimage this time was Galsworthy's old home, Grove Lodge, nestling beside the Admiral's House, whereon is a plaque recording that it was once the home of Sir George Gilbert Scott, the architect. Grove House itself does not yet announce its association with the author of "The Forsyte Saga." As I stood there looking at the quiet exterior, and trying to picture something of the great life that had been spent within, I reflected that between the time when I first knew Hampstead as a boy, in the early 'eighties, and my recent return to my almost native heath, the later chapters of Galsworthy's own "saga" had begun and ended behind those silent windows, adding one more to Hampstead's rich traditions of literature and art. Not far from Grove Lodge, by the way, is a house once occupied by Romney, and an artist was sketching it while I was there.

With this preliminary touch of local atmosphere, I will attempt some impressions of the fine biography which had prompted my little expedition—"THE LIFE AND LETTERS OF JOHN GALSWORTHY." By H. V. Marrot. With sixty-five illustrations, Pedigree, and End-Paper Drawing of Bury House, Pulborough, by Rudolf H. Sauter (Heinemann; 21s.). Concerning the endpapers, it may be recalled that Galsworthy purchased Bury House in 1924. Until about three years previously, his country home had been at Manaton, in Devon. It was in 1918 that he acquired Grove Lodge, and there he died, on Jan. 31, 1933. In this book we have the authorised and definitive record of his life, and I cannot speak too highly of the way in which the biographer has accomplished his task. He portrays a personality which, though it presents "no shades of speak of . . . no vices, no meannesses, no pettinesses," such as often lend spice to biography, yet remains unfailingly attractive; and reveals a mind which, in its "criticism of life," is one of profound value and significance in relation to the problems of our time.

Mr. Marrot's explanation of his method gives me much joy, for (if I may be forgiven a touch of egotism) it confirms my own procedure when I once essayed a biographical work. I ventured then to affirm, regarding my subject: "The interest lies in his personality. It is a story of ideas rather than events, and can therefore best be told in his own words. . . . I have acted on the principle that letters are the best possible form of biography, and that, where these are plentiful, the main duty of a biographer is to disappear." I was criticised in some quarters for having produced, not a biography, but "the materials for a biography." Mr. Marrot will therefore understand that I support him when he declares: "Of Galsworthy, more than most men, it is true to say that the story of his life lies in his work. . . . If this book consists largely of quotations, it is because in Galsworthy's own writing lie all the clues to his character that he has left us: they explain him better than any biographic gloss. . . . The biographer's . . . plan has been, so far as possible, to let—even, if you will, to make—Galsworthy speak for himself." While thoroughly agreeing with this attitude, however, I am very glad that Mr. Marrot has related the origin and growth of his personal association with his hero. Too many writers, either from false modesty or (as it seems to me) pure "cussedness," leave the reader in the dark about themselves. Moreover, Mr. Marrot's reminiscences bring out Galsworthy's overflowing kindness and generosity.

These qualities were deeply stirred in war-time, when the iron of the world's suffering entered into his sympathetic soul. "From nothing published during the war," we read, "did he personally profit one penny; it was all given away among an amazingly wide array of charities. . . . Even before the war Galsworthy had made it his regular rule to live on less than half his income, giving all the rest away." His letters and diaries reveal fully his thoughts and feelings about war in general and the Great War in particular. Perhaps the best summary of his

attitude is his letter of May 17, 1920, to Robert Blatchford. Another memorable group of letters concerns the protest which Galsworthy got up, in 1911, against the military use of aircraft. These include criticisms of his plan, on various grounds, from Thomas Hardy, Bernard Shaw, Arnold Bennett, and G. K. Chesterton.

This biography, again, is rich in literary lore, especially regarding Galsworthy's own works, his comments on other writers, and his friendships, such as those with Conrad, Barrie, Edward Garnett, and Gilbert Murray. In "The Forsyte Saga," we learn, there is a considerable element of Galsworthy's family history, and his own father was the original of Old Jolyon. The account of Galsworthy himself in his younger days, at Harrow and Oxford, is a little surprising, for as an undergraduate he was far from being an ultra-studious type. He was a runner and a footballer, very keen on racing form and horse-breeding (a taste he always retained). In 1889 (when aged twenty-two) he gave in a confession-album, as his favourite study, "Ruff's Guide." As his "heroes in real life," he named Bayard and Father Damien (the famous missionary to lepers, whose reburial at Louvain was recently arranged).

*Saga* which he sent me (autographed) in 1928, and which I have read again and again."

Sir Philip Gibbs registers "boiling indignation" over "Rita's" early contracts with publishers. "They took advantage," he writes, "of her youth and inexperience—she was a young girl when she started writing—to buy her copyrights all out for next to nothing. . . . It was 'Rita's' misfortune to start her literary career in the days when 'Barrabas' [sic] was a publisher." (I hardly think Sir Philip can have passed his proof!) The allusion, if not the spelling, brings me right up against "CHRONICLES OF BARABBAS," 1884-1934. By George H. Doran. With Frontispiece Portrait (Methuen; 15s.). The author quotes Samuel Smiles' biography of the great John Murray to the effect that it was not Byron who (as popularly supposed) originated the Barabbas joke, but Thomas Campbell, in relation to some other publisher. Mr. Doran is obviously a man of humour and kindness (one has only to look at his portrait), and, frankly, I do not believe that he ever treated anybody as "Rita" was treated. "Yet I must confess" he writes, "that the first twenty-five years of my publishing was after the manner of Barabbas, and,

because of environment, I myself became one of the Barabbases, for in the 'eighties and the 'nineties of the last century the poor author suffered at the hands of his publisher, not because the publisher was necessarily consciously unscrupulous, but rather because there were so many more authors than publishers that the author in humility and gratitude accepted the publisher's terms. Conditions have been reversed since those days—the down-trodden author has become the dictator."

Mr. Doran, who has attained his golden jubilee in publishing, has written a delightful book that might be

called a professional autobiography (on lines suggested by Arnold Bennett) which teems with interest for everyone connected with the world of books. The fact that he has made the round trip across the Atlantic and back sixty times (including the last completed eastward-bound voyage of the *Lusitania*) indicates that he knows as much about British as about American authors. Somewhere he suggests that Hugh Walpole, having worn "the mantle of Trollope," would be "willing for the toga of Galsworthy to descend upon him."

British publishing—of newspapers and periodicals rather than of books—is represented in "THE BUSINESS AND I." By W. J. B. Odhams. Illustrated (Martin Secker; 8s. 6d.). Mr. Odhams, too, is a veteran of his profession, having been connected with the famous house that bears his name for over sixty years. The bulk of his book is concerned with its fortunes, and its social and philanthropic activities, but he adds a short chapter of personal reminiscences of his schooldays at Salisbury. Of that city he says: "For me there is nothing so beautiful on earth as the quiet Close." For the general reader there are two elements of particular interest in this book—the proceedings of Horatio Bottomley, and the story of the German bomb that fell on the office buildings on Jan. 28, 1918, killing 35 people and injuring nearly 100.

As a sequel to this tragic happening, Mr. Odhams voices the grievances of the civilian war sufferers, who obtained no compensation out of the money paid by Germany under the Versailles Treaty, to cover loss and damage inflicted on allied nationals. "We did not receive a penny," he writes, "in respect of our £74,877 claim. . . . The next chapter tells the clever way in which our claims and the 50,000 other civilian claims were dangled till public interest had died down; [and] how they were then repudiated." In the circumstances, as here recounted, the author's scathing comments on political honour are hardly surprising.

In conclusion, I may mention that an interesting estimate of Galsworthy as playwright, from an Italian point of view, occurs in "ENGLISH DRAMA." The Last Great Phase ("Il Teatro Inglese"). By Camillo Pellizzi. Translated by Rowan Williams. With a Foreword by Orlo Williams (Macmillan; 7s. 6d.). The author mentions Galsworthy's influence on prison reform, through his play, "Justice."

C. E. B.



TOM WEBSTER'S CARTOONS OF FAMOUS SPORTING FIGURES FOR THE GYMNASIUM OF THE "QUEEN MARY": PART OF A FRIEZE DEPICTING SOME CELEBRITIES OF THE BOXING WORLD; INCLUDING SIR HARRY PRESTON, MR. C. B. COCHRAN, CARPENTIER, AND JACK DEMPSEY.



TOM WEBSTER'S DECORATIVE FRIEZE FOR THE GYMNASIUM OF THE "QUEEN MARY": THE FAMOUS SPORTING CARTOONIST PUTTING THE FINISHING TOUCHES TO A GROUP OF CELEBRITIES OF THE BOXING WORLD.

Tom Webster, the famous sporting cartoonist, is providing the decorations for the gymnasium in the "Queen Mary." These include cartoons of some ninety of the most famous figures in sport in recent years.

Galsworthy was nearing thirty before he took to writing, and made nothing at it for nearly eleven years. In some shrewd advice to literary aspirants, he says: "Live first, write afterwards. I had seen, unselfconsciously, a good deal of life before I began to write, but even at twenty-eight I began too young."

This advice was not followed in anticipation by that famous woman novelist who has now written "RECOLLECTIONS OF A LITERARY LIFE." By "Rita" (Mrs. Desmond Humphreys). With a Foreword by Sir Philip Gibbs. With twenty-eight illustrations (Melrose; 18s.). "Rita" is a little hazy about dates in her early years, but as she had published two books before her first marriage, to which her parents "refused consent," I rather gather that she had not then come of age. Her reminiscences are extremely interesting, not only from her personal experiences of life, her friendships, travels, and comments on social changes, but as revealing the outlook of a popular writer who began in the days of the three-decker novel, and conditions in the book world at that time. Among references to other writers there is a warm tribute to John Galsworthy. "I possess," she recalls, "a much-valued copy of the *Forsyte*



## THE WAY UP TO THE "QUEEN MARY'S" CROW'S NEST: INSIDE A MAST.

PHOTOGRAPH BY STEWART BALF, LIVERPOOL



A FEATURE OF THE GREAT LINER "QUEEN MARY" NOT USUALLY VISIBLE: A VERTICAL VIEW INSIDE THE HOLLOW FORE-MAST; SHOWING (ON THE LEFT ABOVE) PART OF THE LADDER OF 110 STEPS LEADING TO THE CROW'S NEST 130 FT. ABOVE WATER.

We illustrate here a remarkable aspect of one feature in the construction of the great liner, "Queen Mary," which is, of course, not generally apparent or accessible. The photograph was taken looking vertically upward in the interior of the hollow steel foremast. At the top of the picture, on the left, may be seen a portion of the ladder leading to the crow's nest for look-out men, drawings of which appear on one of the pages of our supplement, at the back of the large coloured panorama, in this number. The smaller of the two drawings there given shows an exterior

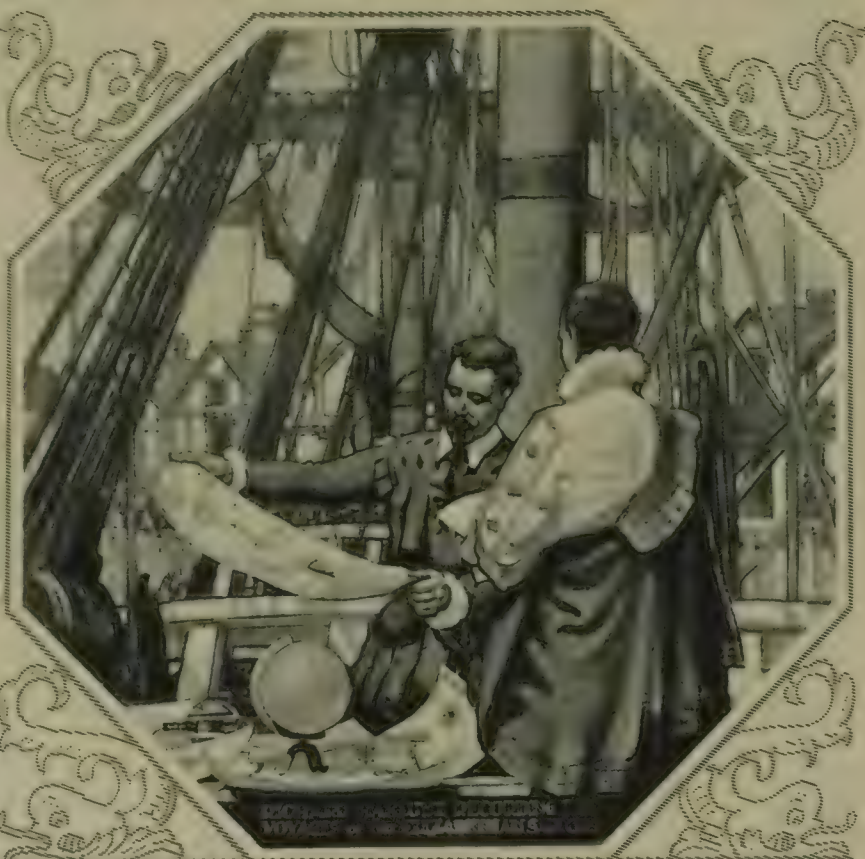
view of the mast, with the position of the entrance to it on "B" deck. As there mentioned, the ladder inside the mast, by means of which men ascend to the crow's nest, consists of 110 steps. An impressive idea of the great liner's dimensions, in the matter of altitude, is afforded by a statement that the height from the ship's keel to the top of her forward funnel would dwarf St. Paul's Cathedral, cross and all, while her masthead rises 54 ft. above the funnels. The actual height of the platform of the crow's nest is 130 ft. above water.



## ART IN THE "QUEEN MARY": MURAL DECORATIONS IN CONTRASTING STYLES.



"SAMUEL PEPYS, DIARIST, AND SECRETARY TO THE ADMIRALTY, AT THE ROYAL DOCKYARD, DEPTFORD": A PANEL BY KENNETH SHOESMITH, R.I., THE WELL-KNOWN MARINE DESIGNER AND POSTER-PAINTER. (40 IN. OVER ALL.)



"RICHARD HAKLUYT RECORDING THE VOYAGES OF THE ELIZABETHAN SAILORS": A PANEL BY KENNETH SHOESMITH, WHICH, LIKE THAT OF PEPYS, DECORATES THE TOURIST CLASS LIBRARY AND WRITING-ROOM. (40 IN. OVER ALL.)

A PAINTING, BY H. DAVIS RICHTER, FOR ONE OF THE DELIGHTFULLY DECORATED PRIVATE DINING-ROOMS IN THE "QUEEN MARY."



"MERRIE ENGLAND," BY PHILIP CONNARD, R.A.: THE HUGE PANEL (THE LARGEST IN THE SHIP) IN THE MAIN RESTAURANT; SHOWING COACHING AND FISHING AND OTHER PURSUITS. (26 BY 14 FT.)



"CHINESE DANCERS": ONE OF THE NINE DECORATIVE PANELS PAINTED ON HIDE BY MARGOT GILBERT FOR THE TOURIST CLASS LOUNGE ON THE MAIN DECK OF THE "QUEEN MARY."

has painted a number of panels in the ship, including an altar-piece for a Roman Catholic chapel and the ceiling in the first-class cocktail-bar.

THE "Merrie England" panel by Philip Connard, R.A., has a general ground colour of buff and grey-blue. The two Chinese phoenixes over the door space, which are the key to the design, have the chief colour emphasis. Kenneth Shoesmith, R.I., who is best known as a poster artist,



## ART IN THE "QUEEN MARY": MURALS SPECIALLY PAINTED BY DISTINGUISHED MEN AND WOMEN ARTISTS.



A PANEL BY DORIS ZINKEISEN FOR THE VERANDAH GRILL ON THE SUN-DECK OF THE "QUEEN MARY": ONE OF A NUMBER BY THIS FAMOUS WOMAN ARTIST, REPRESENTING Pantomime, Melodrama and Circus Themes.



ONE OF FOUR PANELS BY ANNA K. ZINKEISEN IN THE BALLROOM; REPRESENTING THE SEASONS: "AUTUMN" IN CLASSICAL GUISE, WITH A HINT OF FLIPPANT MODERNITY.



"THE 'MAURETANIA' ARRIVING AT ROSYTH TO BE BROKEN UP": A PAINTING BY CHARLES PEARS, R.O.I., IN THE "QUEEN MARY"; SHOWING THE FAMOUS OLD CUNARDER IN THE GOLDEN LIGHT OF A SCOTTISH MORNING.

We illustrate here some of the magnificent mural decorations in the "Queen Mary." Miss Doris Zinkeisen is responsible for more than a thousand square feet of murals in the verandah grill, which looks aft on the sun-deck and is one of the gayest rooms in the ship. Miss Anna K. Zinkeisen's panels in the ballroom are carried



"EVENING ON THE AVON": A PAINTING BY ALGERNON NEWTON, A.R.A., REDOLENT OF RURAL PEACE; SET AT THE AFTER END OF THE LONG GALLERY ON THE "QUEEN MARY'S" PROMENADE DECK.



"A SUSSEX LANDSCAPE": A PAINTING BY BERTRAM NICHOLLS; PLACED AT THE FORWARD END OF THE LONG GALLERY ON THE PROMENADE DECK.

out in a style that is "classical with a touch of flippant modernity." Mr. Algernon Newton is now celebrated for his renderings of rural tranquillity and peaceful water-side scenes; as well as for his treatment of architectural subjects.



**ART IN THE  
"QUEEN MARY":  
DECORATIONS BY SCULPTORS  
WHO HAVE WORKED OUT  
SOME NOVEL STYLES  
AND TECHNIQUES.**



"A SAILING BOAT": A SPIRITED DETAIL OF MAURICE LAMBERT'S FIFTY-FOOT PLASTER FRIEZE FOR THE OUTFITTER'S SHOP IN THE MAIN HALL OF THE "QUEEN MARY"; REPRESENTING "SPORT AND SPEED."



A BAS-RELIEF BY REBEL STANTON IN THE TOURIST LOUNGE ("A" DECK): A FIGURE EXECUTED IN HARDWOOD SPRAYED WITH A THIN COAT OF NICKEL AND POLISHED, A MOST NOVEL MEDIUM.



ONE OF THE CARVED AND PIERCED SCREENS BY JAMES WOODFORD IN THE SMOKING-ROOM (PROMENADE DECK): A DESIGN IN LIMWOOD; REPRESENTING THE WIND.



ANCIENT EGYPTIAN KINGS, SAILORS AND SHIPS: THE FIRST OF BAINBRIDGE COPNALL'S FOURTEEN HISTORICAL PANELS FOR THE MAIN RESTAURANT ON "C" DECK; CARVED IN PINEWOOD AND POLISHED.



SHIPPING IN THE ANCIENT WORLD: ANOTHER OF BAINBRIDGE COPNALL'S FOURTEEN HISTORICAL MARITIME PANELS; SHOWING GREEK AND ROMAN SEAFARERS, WITH THEIR SLAVES.



PART OF MAURICE LAMBERT'S FRIEZE FOR THE MAIN HALL, REPRESENTING "SPORT AND SPEED": A THEME OF MEN AND ANIMALS IN RAPID MOTION, WITH AN AEROPLANE; TREATED IN A MODERNISTIC MANNER.

THE illustrations reproduced on this page show the advanced ideas in technique and style introduced into the decorations in the R.M.S. "Queen Mary." Particular interest attaches to Rebel Stanton's panel in the Tourist Lounge. The relief is made of Sundersk hardwood, fixed to a plywood panel, surfaced with nickel to a depth of 0.025 inches, and polished. The sculptor describes the panel as being "in the nature of an experiment both by the metal-sprayers and himself." Maurice Lambert describes his frieze on the Outfitter's Shop in the Main Hall as a plaster frieze in ivory tone depicting "various human activities, with emphasis on sport and speed."



## ART IN THE "QUEEN MARY": CARVINGS AND BRONZES OF GREAT ORIGINALITY AND BEAUTY.

WE illustrate here some of the carving and bronzework executed by well-known British artists for the decoration of the "Queen Mary," which great vessel now almost merits the description of a floating exhibition of British art. James Woodford's "Playing-Card" figures in the smoking-room are here seen in the shape of plaster casts, from which the actual sconces will be made in bronze. The figures will stand out against a background of panels decorated with vine leaves, barley, oats, wheat, hops, and tobacco leaves.



"THE FOUR SEASONS": STATUETTES CARVED FROM LIMEWOOD BLOCKS, BY NORMAN J. FORREST, FOR THE MAIN TOURIST CLASS STAIRCASE OF THE "QUEEN MARY."



A DESIGN FOR A BRONZE SCREEN CARVED WITH FISH AND SEAWEED: ONE OF JAMES WOODFORD'S DECORATIONS FOR THE SMOKING-ROOM ON THE PROMENADE DECK OF THE "QUEEN MARY."



"THE KNAVE": A DESIGN, BY J. WOODFORD, FOR A BRONZE SCONCE FIGURE IN THE SMOKING-ROOM.



"THE JOKER": ANOTHER ELECTRIC-LIGHT SCONCE FIGURE BY JAMES WOODFORD.



"THE KING": ONE OF THE THREE-DIMENSIONAL VERSIONS OF THE COURT CARDS BY JAMES WOODFORD.



ONE OF THE SINGLE DOORS, BY WALTER AND DONALD GILBERT, FOR THE MAIN RESTAURANT ON "C" DECK.



THE DOUBLE DOORS IN BRONZE, BY WALTER AND DONALD GILBERT, FOR THE MAIN RESTAURANT; DESIGNED TO FIT IN THE SPACE AT THE FOOT OF PHILIP CONNARD'S GREAT "MERRIE ENGLAND" PANEL (PAGE 362)



# THE "QUEEN MARY" WITHIN AND WITHOUT—WONDERS OF A GIANT SHIP.

PHOTOGRAPHS BY STEWART DALE, LIVERPOOL.



THE FIRST-CLASS DINING-SALOON IN THE "QUEEN MARY": A CORNER OF THE VAST APARTMENT, SHOWING A DECORATIVE WALL PICTURE AND MAP REPRESENTING THE ATLANTIC, WITH LONDON AND NEW YORK.



TWO OF THE "QUEEN MARY'S" GIANT SIRENS, RECENTLY TESTED, AND SO TONED AS TO BE HEARD OVER A LONG DISTANCE, BUT WITHOUT CAUSING NOISE ON BOARD DISTURBING TO PASSENGERS.

IN an official booklet describing the "Queen Mary," issued by the Cunard White Star Company, we read: "The vast air-conditioned dining-saloon extending through three decks will accommodate nearly eight hundred passengers at one sitting, with cuisine and service supervised by connoisseurs in the art of good living. In addition, there is a superb swimming-pool with an elaborate installation of Turkish and curative baths, and a fully-equipped gymnasium and squash court." The dimensions of the dining-saloon, or, as it is sometimes called, the First-Class Restaurant, are 160 ft. in length by 118 ft. wide (the whole width of the ship), while the ceiling rises to a height of about 30 ft. Both the First-Class and the Tourist dining-saloons are situated on "C" deck, and between the two are their respective kitchens and auxiliary rooms, pantries, larders, sculleries, and so on. In an account of the various decorations it was stated: "The liner's restaurant has works by Mr. Philip Connard, R.A., and Mr. McDonald Gill.

[Continued below on right.]



THE FIRST-CLASS SWIMMING-POOL ON BOARD THE "QUEEN MARY"—ONE OF TWO CONTAINED IN THE VESSEL, THE OTHER BEING IN THE TOURIST CLASS: A VIEW SHOWING THE DEPTH MARKS AND THE DIVING-BOARD.



ONE OF THE HUGE ANCHORS MADE FOR THE "QUEEN MARY" LYING READY ON THE DOCK-SIDE AT CLYDEBANK—IN ITSELF AN INDICATION OF THE GIGANTIC SCALE ON WHICH THE SHIP IS BUILT.

[Continued.]

In the hall is a map, 30 ft. long, 24 ft. wide, and 13 ft. high, which shows the North Atlantic. Sailing across it is an illuminated ship, the 'Queen Mary' in miniature, which will indicate to passengers the exact position of the liner at every stage of her voyage." Around the First-Class swimming-pool there are two galleries, one above the other, and there is a great staircase with two side staircases leading down to the diving-board. Adjoining this pool will be an artificial palm beach, where the palms will be lightly stirred by breezes from hidden fans.



## Evidence that the Pentateuch Existed in Alphabetic Script?

*In our issue of August 10 last we illustrated this bowl and its inscription in monochrome. Its importance is such that we return to the subject with reproductions in colour, and with an extremely interesting article by Sir Charles Marston, Member of the Executive of the Palestine Exploration Fund.*

THE Wellcome Archæological Research Expedition, in the course of their excavations of the Bible city of Lachish in South Palestine, have come across two examples of alphabetical writing. Mr. J. L. Starkey, the excavator, has ascribed a date of B.C. 1295-1262 to them. This red bowl, with white letters painted on it, is the second and more important of these finds. Similar writing to that illustrated was first discovered some twenty-five years ago in the peninsula of Sinai—the scene of the wanderings of the Children of Israel under Moses. It was there cut on rocks and stones, and experts agree that it is the oldest known alphabetical writing. Some ascribe it to the time of Moses, others even earlier. It appears then to have been used by miners who worked the turquoise mines in Sinai, and who belonged to the same Semitic stock as the Israelites. As already indicated, the script has now come to light at Lachish.



AN INSCRIPTION OF SUPREME IMPORTANCE FOR BIBLICAL CRITICISM—TO BE READ FROM LEFT TO RIGHT AFTER INVERTING THE BOWL: A SENTENCE TRANSLATED BY PROFESSOR LANGDON AS "HIS RIGHTEOUSNESS IS MY SUPPORT AND. . . ."



THE RED POTTERY BOWL FROM LACHISH, OF ABOUT 1300 B.C., WHICH BEARS A MOST IMPORTANT INSCRIPTION ON ITS OUTSIDE—THOUGHT TO BE EVIDENCE THAT THE PENTATEUCH WAS WRITTEN IN ALPHABETIC SCRIPT. (NATURAL SIZE.)

The first specimen was found round the neck of a ewer in the ruins of an Israelite temple outside the city wall. Our illustration reproduces the second, which came from a tomb underneath the city. It is generally agreed that these Lachish writings form the connecting link between the Sinai script and the later Phœnician alphabet, from which our own alphabet is, in turn, descended. Taken in conjunction with the Bible narrative, the discoveries suggest that the Israelites learnt the Sinai script during their wandering in the wilderness, and that they brought it with them into Canaan, when they conquered the country under Joshua. Professor Garstang's excavations of Jericho have proved that Joshua destroyed that city about B.C. 1400, and the Israelite temple at Lachish actually contained Egyptian relics of that date. These alphabetical writings, therefore, come only about a century later. But the importance of this script does not even end with this discovery. Dr. Langdon, Professor of Assyriology at Oxford, claims to have deciphered it. In a letter to "The Times" of October 5, he declares that the inscription is in archaic Hebrew, and reads "His righteousness is my hand" (or support). Dr. Langdon refers to the significance of a passage of this character closely resembling the earliest Hebrew documents ascribed to Moses. He also draws attention to the practice of pointing the vowel, already in use. He affirms that any theory of oral transmission of the earlier books of the Old Testament must be abandoned. He further asserts that the evidence of this bowl suggests the existence of written Hebrew documents of books ascribed to Moses, as early as the thirteenth century, and even much earlier. He concludes by affirming that this red bowl, with its white letters, is the most important discovery of modern times in respect to Biblical criticism.—By SIR CHARLES MARSTON.





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"HELTER SKELTER: COOTS."



"WAITING FOR THE EBB TIDE: HERONS."

"FROM HAUNTS OF COOT AND HERN": STUDIES OF WILD FOWL BY WINIFRED AUSTEN.

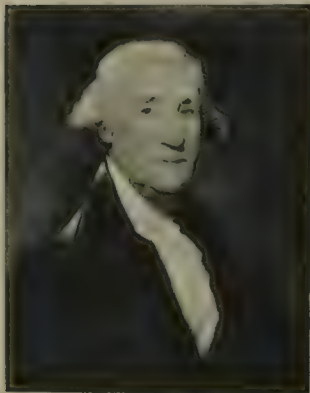
In the beautifully illustrated book (mentioned below) from which these delightful bird pictures come, Mr. Patrick Chalmers writes: "The Coot is the largest bird of his family, the Rails. His baldness is proverbial, because of a broadly oblong frontal plate, a bare callosity of white forehead. . . . Rising off water, the Coot takes the air with preliminary commotion and many flappings. It flies at first, as all the rails fly, its legs aimlessly dangling: . . . properly under way, with legs stretched out behind its stumpy tail." Variations of "heron" include "hern" and "hernshaw," the right reading, says Mr. Chalmers, for "handsaw" in Hamlet's words—"I know a hawk from a handsaw."

FROM "BIRDS ASHORE AND AFORESHORE," BY PATRICK CHALMERS; WITH SIXTEEN COLOUR-PLATES AND OTHER ILLUSTRATIONS BY WINIFRED AUSTEN, R.I., R.E.  
REPRODUCED BY COURTESY OF THE PUBLISHERS, MESSRS. COLLINS.





A PORTRAIT OF WASHINGTON ON A (LITERALLY) MOUNTAINOUS SCALE : THE SIXTY-FOOT HEAD (LEFT) BESIDE THAT OF THOMAS JEFFERSON CARVED FROM A GRANITE CRAG IN SOUTH DAKOTA, TO FORM PART OF THE MT. RUSHMORE NATIONAL MONUMENT—(ABOVE) IN PROFILE ; (BELOW TO RIGHT) FRONT VIEW.



THE MUCH-DISCUSSED PORTRAIT OF GEORGE WASHINGTON RECENTLY PURCHASED BY MESSRS. KNOEDLER: A PAINTING BY GILBERT STUART EXECUTED IN 1795, AT PHILADELPHIA, FOR SAMUEL VAUGHAN.

FOR COMPARISON WITH THE MOUNTAIN SCULPTURE: A HEAD OF THOMAS JEFFERSON, "ENGRAVED BY J. C. BUTTRE FROM A PAINTING BY G. STUART IN POSSESSION OF MR. JEFFERSON'S FAMILY."

THE WASHINGTON PORTRAIT DISCUSSION: THE GIGANTIC SCULPTURED HEAD IN THE BLACK HILLS OF SOUTH DAKOTA (BESIDE THAT OF PRESIDENT JEFFERSON, AUTHOR OF THE DECLARATION OF INDEPENDENCE) AND THE PAINTING LATELY ACQUIRED BY KNOEDLER'S.

INTEREST in portraits of George Washington is strong just now, since the recent announcement of Messrs. Knoedler's purchase of the Vaughan portrait (illustrated above) elicited a letter from Lord Rosebery regarding an original portrait of Washington by Gilbert Stuart, in his own possession. Messrs. Knoedler, in replying, stated that their portrait "was engraved by Thomas Holloway in 1796, and Mantle Fielding remarks that no other engraved portrait of Washington by Gilbert Stuart bears so early a date." Our illustrations afford an interesting comparison between this portrait and the gigantic head of Washington, 60 ft. high, included in the Mount Rushmore National Monument in the Black Hills of South Dakota. This gigantic work, under Mr. Gutzon Borglum, the sculptor, was begun in 1927, when the mountain—a granite peak of the Harvey Range—was dedicated by President Coolidge. It will comprise a heroic group of four great Americans—Washington, Jefferson, Lincoln, and Theodore Roosevelt. Each carving is in the proportions of a figure 465 ft. high. Washington's head was finished first. When we illustrated it on May 30 and June 6, 1931, the work was expected to take another five years.





## FAMILY VAULTS OF RAS SHAMRA: MASS BURIALS OF OVER 3000 YEARS AGO.

FRUITFUL EXCAVATIONS ON A SITE WHICH LIVED THROUGH  
FOUR MILLENNIA OF HISTORY.

By PROFESSOR CLAUDE F. A. SCHAEFFER, Director of the French Archaeological Expedition to Ras Shamra; Associate Curator of the Museum of National Antiquities at St. Germain-en-Laye.  
(See Illustrations on the opposite page.)

Professor Schaeffer here concludes his very interesting account of the results of last year's excavations at Ras Shamra (the ancient Ugarit), in Northern Syria. The first part of his description was given in our last issue.

IMMEDIATELY below the house where the porcelain group was found (see our last issue, front page), we brought to light a habitation of the fourteenth century B.C. containing a family vault which—a rare piece of good fortune at Ras Shamra—had escaped pillage (Fig. 4). Everything in it was still in the condition in which it had been left after the last burial (Fig. 5). The door was still closed, with its two slabs, one inside and one outside, in position; and, entering the vault, we found it to be chock full of human skeletons and more than two hundred unbroken vases (Fig. 6). In order to release the contents of the tomb from the fine layer of infiltrated earth, so allowing photographs to be taken and keeping a record of the objects *in situ*, we had to work suspended in a hammock made of tent cloth (Fig. 8), for on the whole floor of the vault there was no room to stand in safety. In a niche set in the east face of the tomb, where the main funerary chamber connected with an ossuary built into the wall itself, were placed three terra-cotta lamps. Their burners were blackened by the flame

of ancient Canaanite type, and from the bronzes and scarabs (Fig. 1), they go back to the end of the Middle Kingdom (eighteenth to sixteenth centuries). The tombs consist of a funerary chamber of rectangular shape, with walls of dry rubble leaning slightly inwards and supporting two great slabs which form a ceiling. The entrance door, placed in the angle of one of the short sides of the chamber, is very low and is closed with a fitted slab. Two steps carelessly disposed compensate for the difference in level between the threshold and the vault's floor of beaten earth. It is important to observe that the type of tomb with a rectangular chamber and sloping walls surmounted by slabs—apparently the prototype of the large thirteenth-century tomb with corbelled vault and *dromos* at the head of the staircase—goes back to the pre-Mycenæan period at Ras Shamra. But we must await the completion of our researches before deciding whether the older type of tomb is of Canaanite origin or was already influenced by the funerary customs prevalent in the Ægean world. For, as early as the time of the Middle Kingdom, Ras Shamra-Ugarit had commercial relations with the Ægean and especially with Crete. This is proved by two discoveries: first, a short bronze sword, from a tomb of the seventeenth to sixteenth centuries, with a horned guard exactly like that of Minoan swords, from Zafer Papoura, for example (Fig. 2); and secondly, from another tomb of our second level, a cup of Middle Minoan II. type, in fine "egg-shell" pottery, undoubtedly imported from Crete. Such commercial exchanges suggest the possibility of Ægean merchants having settled at Ras Shamra and introduced their own funerary rites.

### THE ENCLOSURE OF UGARIT.

To the north, the houses at the foot of the acropolis of the *tell* abut on the ancient rampart of the town. That this enclosure was constructed as early as the Middle Kingdom period is proved by ceramic evidence from the interior of the vallum. At this time, then, Ugarit was a fortified town. But from the beginning of the fourteenth century the enclosure no longer existed, and tombs had been set up on the old site of the rampart. Relying on the peace imposed by the strong Pharaohs of the early eighteenth dynasty, Ugarit had surrendered the protection of its walls. This statement appears to conflict with a famous passage from one of the Tell Amarna letters referring to Ugarit. According to Kundtson's translation the passage should read: "Ugarit the king's fortress has been consumed by fire." According to this text the town would still have been fortified in Amenhotep IV.'s time. But Kundtson has since revised this reading and proposes to read *bitu* instead of *kar*, with the translation: "Ugarit the house, rather than the fortress, of Pharaoh." A renewed study of the passage in question, kindly undertaken at our request by Mr. C. J. Gadd, of the British Museum, where the tablet is preserved, confirms this reading and so brings the text into agreement with our archaeological discoveries.

### THE HISTORY OF UGARIT THROUGH THE CENTURIES.

Several depth soundings were undertaken at various parts of the *tell* in order to verify the succession of levels established by our researches of 1935. They confirmed our previous observations. Beneath Level II., which was contemporary with the Middle Kingdom, its lower limit going back to the end of the third millennium, we brought to light thick strata characterised by a rough pottery corresponding to the interval between the Old and Middle Kingdoms. Beneath these thick layers we encountered

the level of painted earthenware (Level III.), occupying a fairly long period before the middle of the third millennium and contemporary with the strictly analogous pottery produced by the British Museum excavations at Tell Arpachiyah under the direction of Mr. M. E. L. Mallowan. Between Level III. and Level IV. a layer of unpainted pottery occasionally intervenes at Ras Shamra: we must await future researches before determining whether this level really corresponds with a stage in the formation of the *tell*, and, if so, parallels the intermediary layers IV. and V. of Uruk-Warka. Lower down still, we found thick layers of Level IV. containing the fine painted pottery of the fourth millennium which has

also been found at Tell Halaf, at Carchemish by Sir Leonard Woolley, and, recently, at Arpachiyah and Tell Chaker Bazar by Mr. Mallowan. This pottery indicates the existence in Upper Mesopotamia and Northern Syria of a highly developed civilisation, as old as the most ancient civilisations of Sumer, Susa, and the Iranian plateau. Our knowledge of the origin of these earliest cultural centres will be appreciably modified by these new discoveries.

Finally, below Level IV. and immediately above the virgin soil lying sixty feet below the surface, we encountered a Level V. containing unpainted pottery. This pottery was made of fairly rough dark grey or blackish earthenware, sometimes slightly glossy. The rough flint tools accompanying it prove the level to precede the Copper Age. It is the deepest level yet recognised upon our *tell*.

The origin of the town of Ras Shamra-Ugarit goes back, therefore, to the dawn of prehistoric times. Here, on an exceptionally rich site, by rare good fortune we can trace through four thousand years the development of a human settlement from its beginnings as an obscure village to its rise to the rank of capital of a kingdom. This kingdom may never have shone in feats of arms, but it enjoys the glory of having been one of the most ancient and most brilliant centres of human civilisation.

### TOMBS OF THE END OF THE MIDDLE KINGDOM.

Not far from this vault we discovered several others of more ancient date, two of which had remained intact. Judging from the numerous vases



2. EVIDENCE OF COMMERCIAL INTERCOURSE BETWEEN UGARIT AND CRETE AS EARLY AS THE SEVENTEENTH CENTURY B.C.: THE UPPER PART OF THE SWORD SHOWN ON THE LEFT IN FIG. 1. The peculiar hilt of this sword, which comes from a tomb of the seventeenth or sixteenth century at Ras Shamra, is striking evidence of intercourse with Crete. The guard, with its rudimentary horns on either side, is exactly like the guard of Minoan swords.



1. VARIOUS BRONZE WEAPONS FOUND AT RAS SHAMRA: (LEFT TO RIGHT) A LONG DAGGER OR SHORT SWORD WITH A HORNED GUARD RECALLING THE GUARD OF MINOAN SWORDS (SEVENTEENTH TO SIXTEENTH CENTURY B.C.); A DAGGER FROM THE FOURTEENTH-CENTURY TOMB ILLUSTRATED ON THE OPPOSITE PAGE; ANOTHER DAGGER WITH A HOLLOWED HANDLE (FOURTEENTH TO THIRTEENTH CENTURY B.C.); AND A CURVED KNIFE WITH A DEER'S-FOOT HANDLE (FOURTEENTH TO THIRTEENTH CENTURY B.C.). (BELOW) A BATTLE-AXE FROM A TOMB OF THE END OF THE MIDDLE KINGDOM (SEVENTEENTH TO SIXTEENTH CENTURY B.C.).

leaning towards the interior of the vault. They had been used to give light when burials were made, and to mitigate the foulness of the air. In another niche were found a fine bronze dagger and a bronze javelin-head. No fewer than forty-four bodies had been buried in this chamber. The percentage of old people was very small, that of middle-aged people fairly high, and there were several children besides. Judging from the ceramic equipment, consisting mostly of vases of Cypriot type, we have here one of the families of Cypriot or Mycenæan origin which came not later than the end of the fifteenth century to settle at Ugarit, attracted by the wealth and commercial activity of the town. The skeletons belonging to the latest burials in the tomb are accompanied by painted Mycenæan vases of the Tell Amarna period; so that the vault was in use during at least half a century—from the end of the fifteenth to the middle of the fourteenth century.



3. AN ELEGANT VASE IN HARD STONE, DATING FROM THE FOURTEENTH CENTURY B.C.: SYRIAN WORK FROM THE FUNERARY VAULT ILLUSTRATED ON THE OPPOSITE PAGE—ONE OF THE MANY VASES IT CONTAINED.

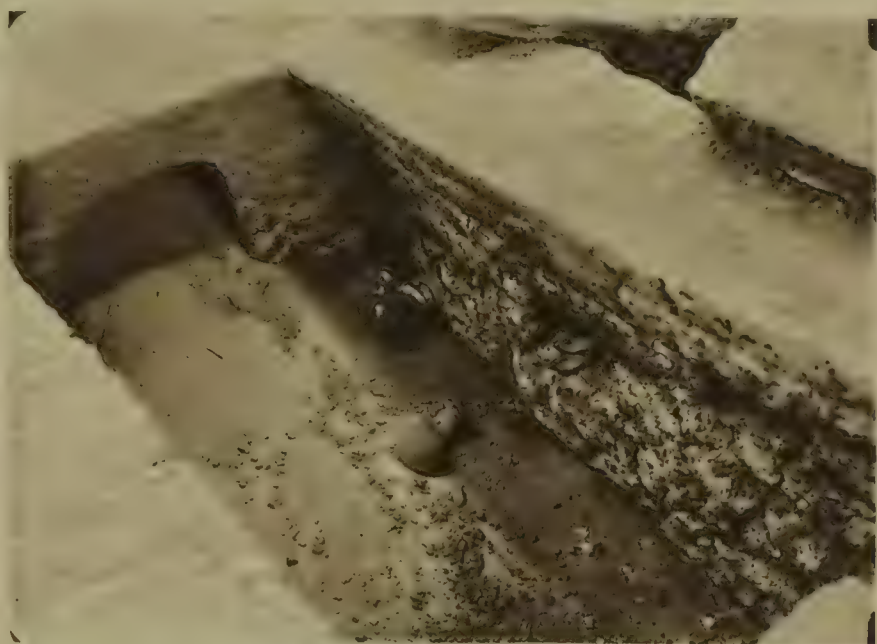


# A FAMILY TOMB OF THE 14TH CENTURY B.C.: A RAS SHAMRA REVELATION.

COPYRIGHT PHOTOGRAPHS SUPPLIED BY PROFESSOR CLAUDE F. A. SCHAEFFER, DIRECTOR OF THE FRENCH ARCHAEOLOGICAL EXPEDITION TO RAS SHAMRA. (SEE HIS ARTICLE ON THE OPPOSITE PAGE.)



4. AN INTACT FAMILY VAULT OF THE FOURTEENTH CENTURY B.C. FOUND UNDER A PRIVATE HOUSE AT RAS SHAMRA (THE ANCIENT UGARIT); SHOWING THE TWO GREAT COVERING SLABS STILL IN POSITION.



5. LOOKING DOWN INTO THE VAULT AFTER THE SLABS HAD BEEN REMOVED: TWO LARGE VASES EMERGING FROM THE LAYER OF INFILTRATED EARTH; AND (CENTRE RIGHT) THE NICHE CONNECTING WITH THE OSSUARY.



6. THE ENTRANCE TO THE VAULT SEEN FROM WITHIN, WITH ITS SLAB LEANING OUT; AND SOME OF THE BONES AND FUNERARY WARE IN PLACE.



7. A SKULL OF ONE OF THE FORTY-FOUR BODIES BURIED IN THE VAULT: THE RELIC AS IT WAS FOUND, LYING IN THE HOLLOW OF A PLATE, SURROUNDED BY MYCENÆAN AND CYPRIOT WARE.



8. ARCHÆOLOGY UNDER DIFFICULTIES: CLEARING THE VAULT SUSPENDED IN A HAMMOCK, THERE BEING NO ROOM TO STAND WITHOUT DAMAGING THE CONTENTS.



9. TWO LAMPS IN A NICHE IN THE WALL: THE OBJECTS IN THEIR ORIGINAL POSITION, AS THEY WERE PLACED AT THE TIME OF THE LAST BURIAL, IN THE MIDDLE OF THE FOURTEENTH CENTURY B.C.



10. PAINTED MYCENÆAN PYXIDES FROM THE FOURTEENTH-CENTURY VAULT AT RAS SHAMRA: PART OF THE TOMB'S FURNITURE, WHICH INCLUDED MORE THAN TWO HUNDRED INTACT VASES, MOSTLY OF MYCENÆAN OR CYPRIOT TYPE.

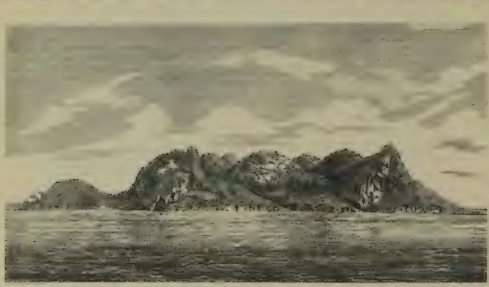
In his article on the opposite page Professor Schaeffer concludes his account, begun in our last issue, of the 1935 excavations at Ras Shamra in Northern Syria, the ancient city of Ugarit. It was the seventh campaign of research on the site. Discoveries were as fruitful as in previous years, and results of exceptional interest and importance were achieved. The photographs on this page show an intact funerary vault of the first half of the fourteenth century B.C.—a time when it was the custom at Ugarit for rich families to build their tombs

within the dwelling-house itself. (For a discussion of the reasons for this curious custom see Professor Schaeffer's article in our last week's issue.) In Fig. 4 is seen the vault before its two covering slabs were removed. The slabs are on a level with the threshold of the house, the door-jambs of which are seen in the foreground. The vault was entered by an opening under the threshold of this door. The tomb when found was so full of fragile objects—skeletons, vases and other equipment—that it was necessary at first to work above it suspended in the air.



we conclude here Captain Bligh's own narrative of the mutiny in the "Bounty." Last week we took his story of the voyage in the open launch up to the time when the *Great Barrier Reef* was reached, off the north-east coast of Queensland, Australia, which Bligh calls New Holland. Here he describes the remainder of the voyage to safety and civilization at Timor, in the Dutch East Indies. This part of the story begins when the men have landed on a small island inside the Reef. The date is May 29, 1789, and it is their first landing since they left Tofoa on May 2. They collect some oysters and fresh water.

BESIDES places where fires had been made, there were other signs of the natives sometimes resorting to this island. I saw two ill-constructed



PITCAIRN ISLAND: THE LONELY ISLET WHICH SOME OF THE "BOUNTY'S" MUTINEERS MADE THEIR HOME. The illustrations on these pages do not directly relate to Bligh's voyage, but are interesting as showing light on the mutiny in the "Bounty" and on the fate of the mutineers.

huts or wigwags, which had only one side loosely covered; and a pointed stick was found, about three feet long, with a slit in the end of it, to sling stones with, the same as the natives of Van Diemen's land use.

The track of some animal was very discernible, and Nelson agreed with me that it was the Kangaroo; but whether these animals swim over from the main land, or are brought here by the natives to breed, it is impossible to determine. The latter is not improbable; as they may be taken with less difficulty in a confined spot like this, than on the continent.

I had cautioned the people not to touch any kind of berry or fruit that they might find; yet they were no sooner out of my sight than they began to make free with three different kinds, that grew all over the island, eating without any reserve. The symptoms of having eaten too much, began at last to frighten some of them; but on questioning others, who had taken a more moderate allowance, their minds were a little quieted. The others, however, became equally alarmed in their turn, dreading that such symptoms would come on, and that they were all poisoned, so that they regarded each other with the strongest marks of apprehension, uncertainty, and alarm, who would be the issue of their imprudence. Fortunately the fruit proved wholesome and good. One sort grew on a small delicate kind of vine; they were the size of a large gooseberry, and very like in substance, but had only a sweet taste; the skin was a pale red, streaked with yellow the long way of the fruit; it was pleasant and agreeable. Another kind grew on bushes, like that which is called the sea-side grape in the West Indies; but the fruit was of quite a different, being more like elder-berries, and grew in clusters in the same good height. The third sort was a black-berry; this was not in such plenty as the others, and resembled a grape, or large kind of sloe, both in size and taste. When I saw that these fruits were eaten by the birds I no longer doubted of their being wholesome, and those who had already tried the experiment, not finding any bad effect, made it a certainty that we might eat of them without danger.

This day being the anniversary of the restoration of King Charles the Second, and the name not being applicable to our present situation (for we were restored to fresh life and strength), I ordered that Restoration Island; for I thought it probable that Captain Cook might not have taken notice of it.

In the afternoon I sent parties out again to gather oysters, with which and some of the inner part of the palm-top, we made another good stew for supper, each person receiving a full pint and a half; but I refused bread to this meal, for I considered that our wants might yet be very great, and was intent on saving our principal support, as it was in my power. After supper, we again divided, and those who were on shore slept by a good fire.

Saturday, May the 30th. In the morning, I discovered a visible alteration in our company for the

better, and I sent them away again to gather oysters. We had now only two pounds of pork left. This article, which I could not keep under lock and key as I did the bread, had been pilfered by some inconsiderate person, but every one denied having any knowledge of this act; I therefore resolved to put it out of their power for the future, by sharing what remained, for our dinner. While the party was out picking up oysters, I got the boat in readiness for sea, and filled all our water vessels, which amounted to nearly 60 gallons.

Being ready for sea, I directed every person to attend prayers. At four o'clock we were preparing to embark; when about twenty of the natives appeared, running and hallooing to us, on the opposite shore. They were each armed with a spear or a

shortsword which they carried in their left hand; they made signs for us to come to them.

On the top of the hills we saw the heads of many more; whether these were their wives and children, or others who waited for our landing, meaning not to show themselves, lest we might be intimidated, I cannot say.

But, as I found we were discovered to be on the coast, I thought it prudent to make the best of our way, for fear of being pursued by canoes; though, from there were very few if any of consequence on any part of the coast. I passed these people as near as I could with safety; they were naked, and apparently black, and their hair or wool bushy and short.

In passing this strait we saw another party of Indians, seven in number, running towards us, shouting and making signs for us to land. Some of them waved green branches of the bushes which were near them, as a token of friendship; but some of their other motions were less friendly. A little farther off, we saw a larger party, who likewise came towards us. I therefore determined not to land, though I much wished to have had some intercourse with the people. Nevertheless I laid the boat close to the rocks, and beckoned to them to approach; but none of them would come to within 200 yards of us. They were armed in the same manner as the people we had seen from Restoration Island; they were stark naked, their colour black, with short, bushy hair or wool, and in their appearance were similar to the skin was a pale red, streaked with yellow the long way of the fruit; it was pleasant and agreeable. Another kind grew on bushes, like that which is called the sea-side grape in the West Indies; but the fruit was of quite a different, being more like elder-berries, and grew in clusters in the same good height. The third sort was a black-berry; this was not in such plenty as the others, and resembled a grape, or large kind of sloe, both in size and taste. When I saw that these fruits were eaten by the birds I no longer doubted of their being wholesome, and those who had already tried the experiment, not finding any bad effect, made it a certainty that we might eat of them without danger.

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Saturday, May the 30th. In the morning, I discovered a visible alteration in our company for the

## THE END OF ONE OF THE GREATEST SEA ADVENTURES IN ALL HISTORY: CAPTAIN BLIGH AND HIS MEN REACH TIMOR IN THE "BOUNTY'S" LAUNCH.

their discontent at having worked harder than their companions, and declared that they would rather be without their dinner than go in search of it. One person, in particular, went so far as to tell me, with a malicious look, that he was as good a man as myself. It was not possible for me to judge where this might have an end, if not stopped in time; therefore to prevent such disorders in future, I determined either to preserve my command, or die in the attempt; and, seizing a cutlass, I ordered him to take hold of another and defend himself, on which he called out that I was going to kill him, and immediately made concessions. I did not wish to interfere further with the harmony of the boat's crew, and every thing soon became quiet.

After eight o'clock, Mr. Samuel and Mr. Peckover went out to watch for turtle, and three men went to the east key to endeavour to catch them. All the others complaining of being sick, took their rest, except Mr. Hayward and Mr. Elphinstone, whom I directed to keep watch. About midnight the bird party returned, with only twelve noddies, birds which I have already described to be about the size of pigeons; but if it had not been for the folly and obstinacy of one of the party, who separated from the other two, and disturbed the birds, they might have caught a great number. I was so much provoked at my plans being thus defeated, that I gave this offender a good beating.

(The launch passes through Endeavour Strait, leaves the Australian coast, and sets sail for Timor. The following paragraphs are extracts from Bligh's diary on dates between June 3 and June 14.)

At eight o'clock in the evening, we once more launched into the open ocean. Miserable as our situation was in every respect, I was secretly surprised to see that it did not appear to affect any one so strongly as myself; on the contrary, it seemed as if they had embarked on a voyage to Timor, in a vessel sufficiently calculated for safety and convenience. So much confidence gave me great pleasure, and I may venture to assert, that to this cause our preservation is chiefly to be attributed.

I encouraged every one with hopes that eight or ten days would bring us to a land of safety; and, after praying to God for a continuance of his most gracious protection, I served an allowance of water for supper, and directed our course to the W S W, to counteract the southerly winds, in case they should blow strong.

We had been just six days on the coast of New Holland, in the course of which we found oysters, a few fish, and some birds, and water. But perhaps a benefit nearly equal to this we received, by having been relieved from the fatigue of being constantly in the boat, and enjoying good rest at night. These advantages certainly preserved our lives; and, small as the supply was, I am very sensible how much it



BOUNTY BAY, PITCAIRN ISLAND, IN THE SOUTH PACIFIC: THE SPOT WHERE THE MUTINEERS, UNDER FLETCHER CHRISTIAN, LANDED ON THE ISLAND—AN ENGRAVING OF 1830, FROM A DRAWING BY CAPTAIN F. W. HERSCHEY, R.N., WHO VISITED PITCAIRN IN 1825.

Reproductions on this page by Courtesy of Messrs. Maggs.

alleviated our distresses. By this time, nature must have sunk under the extremes of hunger and fatigue.

\* Robert Lamb—This man, when he came to Java, acknowledged he had eaten nine blades raw, after he separated from his two companions.

## SEA ADVENTURES IN ALL HISTORY: TIMOR IN THE "BOUNTY'S" LAUNCH.

Some would have ceased to struggle for a life that only promised wretchedness and misery; and others, though possessed of more bodily strength, must soon have followed their unfortunate companions. Even in our present situation, we were most deplorable objects; but the hopes of a speedy relief kept up our spirits. For my own part, incredible as it may appear, I felt neither extreme hunger nor thirst. My allowance contented me, knowing that I could have no more.

In the afternoon, I took an opportunity of examining our store of bread, and found remaining 19 days

of provisions. I was not more than we should have, but it was a great relief to find that we were not so far from land as we had supposed. I was not more than we should have, but it was a great relief to find that we were not so far from land as we had supposed.

I now desired my people to come on shore, which was as much as some of them could do, being scarce able to walk; they, however, were helped to the house, and found tea with bread and butter provided for their breakfast.

The abilities of a painter, perhaps, could seldom have been displayed to more advantage, than in the delineation of the two groups of figures who at this time presented themselves to each other. An indifferent spectator would have been at a loss which most to admire; the eyes of famine sparkling at immediate relief, or the horror of their preservers at the sight of so many spectres, whose ghastly countenances, if the cause had been unknown, would rather have excited terror than pity. Our bodies were nothing but skin and bones, our limbs were full of sores, and we were clothed in rags; in this condition, with the tears of joy and gratitude flowing down our cheeks, the people of Timor beheld us with a mixture of horror, surprise, and pity.

John Adams, who sailed in the "Bounty" as Alexander Smith, the last survivor of the mutineers on Pitcairn Island. Reproduced by Courtesy of Messrs. Maggs.

allowance, at the former rate of serving one 25th of a pound three times a day; therefore, as I saw every prospect of a quick passage, I again ventured to grant an allowance for supper, agreeable to my promise at the time it was discontinued.

We passed the night miserably wet and cold, and in the morning I heard heavy complaints. The sea was high and breaking over us. I could only afford the allowance of bread and water for breakfast; but for dinner I gave out an ounce of dried clams to each person, which was all that remained.

Wednesday the 10th. In the morning, after a very comfortable night, there was a visible alteration for the worse in many of the people; which gave me great apprehensions. An extreme weakness, swollen legs, hollow and ghastly countenances, a more than common inclination to sleep, with an apparent debility of understanding, seemed to me the melancholy presages of an approaching dissolution. The surgeon and Leboque, in particular, were most miserable objects. I occasionally gave them a few tea-spoonfuls of wine, out of the little that remained, which greatly assisted them. The hopes of being able to accomplish the voyage, was our principal support. The boatswain very innocently told me, that he really thought I looked worse than any one in the boat. The simplicity with which he uttered such an opinion amused me, and I returned him a better compliment.

Friday the 12th. At three in the morning, with an excess of joy, we discovered Timor bearing from W S W to W N W, and I sailed on a wind to the N N E till day-light, when the land bore from S W by S to N E by N. Our distance from the shore, two leagues.

It is not possible for me to describe the pleasure which the blessing of the sight of land diffused among us. It appeared scarce credible to ourselves, that in an open boat, and so poorly provided, we should have been able to reach the coast of Timor in forty-one days after leaving Tofoa, having in that time run, by our log, a distance of 368 miles; and that, notwithstanding our extreme distress, no one should have perished in the voyage.

I have already mentioned that I knew not where the Dutch settlement was situated; but I had a faint idea that it was at the S W part of the island. I therefore, after day-light, bore away along shore to the S S W, which I was the more readily induced to do, as the wind would not suffer us to go towards the N E without great loss of time.

(Bligh sails round the south end of Timor, looking for the Dutch settlement. At one point he picks up a native pilot, who takes the party to Coupang.) Among the things which the boatswain had thrown into the boat before we left the ship, was a bundle of signal flags that had been used by the boats to show the depth of water in sounding; with these we had, in the course of the passage, made a small jack which I now hoisted in the main shrouds, as a signal of distress; for I did not think proper to land without leave.

Soon after day-break, a soldier hailed us to land, which I immediately did, among a crowd of Indians, and was agreeably surprised to meet with an English sailor, who belonged to one of the vessels in the road. His captain, he told me, was the second person in the town. I therefore desired to be conducted to him, as I was informed the governor was ill, and could not then be spoken with.

Captain Spikerman received me with great humanity. I informed him of our distressed situation; and requested that care might be taken of those who were with me, without delay. On which he gave directions for their immediate reception at his own house, and went himself to the governor, to know at what time I could be permitted to see him; which was fixed to be at eleven o'clock.

I now desired my people to come on shore, which was as much as some of them could do, being scarce able to walk; they, however, were helped to the house, and found tea with bread and butter provided for their breakfast.

The abilities of a painter, perhaps, could seldom have been displayed to more advantage, than in the delineation of the two groups of figures who at this time presented themselves to each other. An indifferent spectator would have been at a loss which most to admire; the eyes of famine sparkling at immediate relief, or the horror of their preservers at the sight of so many spectres, whose ghastly countenances, if the cause had been unknown, would rather have excited terror than pity. Our bodies were nothing but skin and bones, our limbs were full of sores, and we were clothed in rags; in this condition, with the tears of joy and gratitude flowing down our cheeks, the people of Timor beheld us with a mixture of horror, surprise, and pity.

The quantity of provisions with which we left the ship, was not more than we should have consumed in five days, had there been no necessity for husbanding our stock. The mutineers must naturally have concluded, that we could have no other place of refuge than the Friendly Islands; for it is not likely they should imagine, that, so poorly



IN CAPTAIN BLIGH'S OPINION, THE CAUSE OF THE MUTINY IN THE "BOUNTY": THE ATTRIBUTES OF TAHITIAN WOMEN: AS SEEN IN AN ENGRAVING ENTITLED "A VISIT OF A YOUNG WOMAN OF TAHITI TO THE 'BOUNTY'."

The drawing from which this engraving was done is the work of Webber, who the Dutch East India Company had sent to Timor, as a short time before the voyage of the "Bounty."

Reproduced by Courtesy of Messrs. Maggs.

equipped as we were in every respect, there could have been a possibility of our attempting to return homewards: much less can they suspect that the



VICE-ADMIRAL WILLIAM BIGH IN 1794: THE PORTRAIT BY G. DANCE IN THE NATIONAL PORTRAIT GALLERY. William Bligh, the author of the narrative given on these pages, returned in safety to England and continued his career in the Royal Navy. He died in 1817, a Vice-Admiral, at the age of sixty-four.

account of their villany has already reached their native country.

When I reflect how providentially our lives were saved at Tofoa, by the Indians delaying their attack; and that, with scarce any thing to support life, we were enabled to make more than 1200 leagues, without shelter from the inclemency of the weather; when I reflect that in an open boat, with so much stormy weather, we escaped foundering, that not any of us were taken off by disease, that we had the great good fortune to pass the unfriendly natives of other countries without accident, and at last happily to meet with the most friendly and best of people to relieve our distresses; I say, when I reflect on all these wonderful escapes, the remembrance of such great mercies enables me to meet, with resignation and cheerfulness, the failure of an expedition, the success of which I had so much at heart, and which was frustrated at a time when I was congratulating myself on the fairest prospect of being able to complete it in a manner that would fully have answered the intention of His Majesty, and the humane projects of so benevolent a plan.

With respect to the preservation of our health, during a course of 16 days of heavy and almost continual rain, I would recommend to every one in a similar situation, the method we practised, which is, to dip their clothes in the salt-water, and wring them out, as often as they needed being filled with rain: it was the only resource we had, and I believe was of the greatest service to us, for it felt more like a change of dry clothes than could well be imagined. We had occasion to do this so often, that at length all our clothes were wrung to pieces; for, except the few days we passed on the coast of New Holland, we were continually wet either with rain or sea.

Thus, through the assistance of Divine Providence, we surmounted the difficulties and distresses of a most perilous voyage, and arrived safe in a hospital port, where every necessary and comfort were administered to us with a most liberal hand.

[THE END.]



# The World of the Theatre.

By IVOR BROWN.

## SUBJECTS AND OBJECTS.

LOOKING back over the plays which I have recently seen, I inevitably find that sexual themes are dominant; yet I have been able to discover a fairly wide variety of other subjects. "Out of the Dark," at the Ambassadors, was about the contrasted worlds of spirit and of sense, and asked the question whether a blind man might not be better off in his tranquil night than we in our harsh, cruel, glaring, and vulgar light of day. That was a profoundly interesting subject, but handicapped by its depth and size. The author, Mr. Ingram D'Abbes, would have needed supreme ability, even genius, to navigate successfully such an ocean of a theme as this. The voyage, with Miss Gwen Frangon-Davies and Mr. Henry Oscar as chief mariners, does take us part of the way. For my part, I would far sooner sail uncertainly on such a journey than be carried more securely on that playboy's Orient Express, the facile and flighty sex-comedy which used always to begin in Paris and now cannot escape Vienna. "Sauce for the Goose," at the St. Martin's, was an example of this latter species; yes, the flightiness was there, but so was the familiarity. It vanished quickly.

This weary business of sex interest or sex appeal creates a great deal of unnecessary boredom. The dramatist who swears that the public will not endure a play without it can cite a good deal of evidence in his favour. But I can retort not only that one of the most successful plays of all time, "Journey's End," had none of it, but that in many others, "Richard of Bordeaux" or "Hamlet," the love or the marriage of the hero is only a secondary matter. However, the sex-obsession is terribly strong, and as a subject dominates even plays whose aim is not merely to thrill or to amuse. I was sadly reminded of this when watching, at the Arts Theatre, a play about John Keats called "Bright Star," by Miss Dorothy Hewlett.

infatuation with Fanny Brawne. What manner of woman Fanny was must be for ever a matter of conjecture; but this we do know: that she did John's poetry no good and even evoked from him, in his ripest period, such banality as—

O! let me have thee whole—  
all—all—be mine!  
That shape, that fairness,  
that sweet minor zest  
Of love, your kiss—those  
hands, those eyes divine,  
That warm, white, lucent,  
million-pleasured breast...

On the other hand, Miss Catharine Turney's play about Byron, "Bitter Harvest," also seen and soon to be revived at the Arts, was properly a study of sexual conflict. For that, during one period, at least, was Byron's whole existence.

Mr. Michael Egan, who wrote "The Dominant Sex," a play which has been running for a year and a quarter at the Aldwych, may reasonably argue that a strong sexual element is inevitable in successful comedy. In his new play at the Embassy, "Private Company," he started with a sketch—and a very amusing sketch it was—of life in a small business conducted entirely by women, and then took us downstairs to show us a more masculine concern. Then he fused the two concerns and set the lady upstairs in pursuit of the gentleman below. It was at this point that the play began somewhat to lose grip. In setting the business people to pursue each other the author was pursuing a convention. After all, large numbers of people of both sexes are engaged in business without becoming engaged in matrimony, and that the detail of business itself can be of absorbing interest on the stage was proved in the case of Mr. and Mrs. Stuart's play, "From Nine Till Six." Mr. Egan is, I believe, a man who has followed a variety of trades and should have plenty of material from which to develop new subjects. I hope he will do so and that he will have a success as great as "The Dominant Sex" by forbidding sex to dominate his sense of theme.

obvious dramatic possibilities, because it can produce great change of wealth and station almost instantaneously, and further offers the rich theatrical value of suspense. There will always be plays about our betters and the



"ST. HELENA," AT THE OLD VIC: DINNER AT LONGWOOD IN THE NEW R. C. SHERRIFF AND JEANNE DE CASALIS PLAY ABOUT THE LAST PHASE OF NAPOLEON'S LIFE.

"St. Helena," the play by R. C. Sherriff, author of "Journey's End," and Jeanne de Casalis, had such a great success at the Old Vic that its run was extended to February 29. Kenneth Kent took the part of the exiled Emperor; and Ion Swinley played General Count Bertrand; Alan Wheatley, Las Cases; Clement McCallin, General Gourgaud; and Cecil Trouncer, Sir Hudson Lowe.

sport of kings. It is sad, but it is also, I suppose, intelligible, that so few plays are concerned with the humdrum middle-class income and with the laborious earning and saving of money. Is it thought that this subject so governs the workaday lives of most potential playgoers that they cannot bear to have any more of it when they go to the theatre? Certain it is that a vast number of the smart, successful pieces assume an easy and a substantial flow of unearned income into the pockets of all the characters. My own taste is for plays about people who have really to worry about the relation of salary to school-bills. How often, by the way, do we ever hear of school-bills on the stage? Yet the theatre audience is largely a middle-class one in whose lives school-bills do bulk as a considerable problem.

In the case of musical plays, naturally, romantic love is ubiquitous. Two are company here and ever more shall be so. But the creators of this kind of show can do something to save us from the potential tedium of two hearts that beat in waltz-time by seeking strange localities and different periods of time in which to frame their pretty fiction and its comic relief. The big new musical show at the Palace, "At the Silver Swan," certainly breaks new ground by finding its heroine, Delysia, in the Australian gold-fields in the 1870's and some beautiful and exciting effects are got from that *mise-en-scène*. Power and the pathetic loss of it have been the motive and the cue for passion in two recent productions. One was at the Old Vic: "St. Helena," by Jeanne de Casalis and R. C. Sherriff, created a theatrical novelty by showing us Napoleon without Josephine—a good innovation; and the other, Shakespeare's "Richard II.," played by the O.U.D.S. at Oxford,



THE O.U.D.S. PRODUCTION OF SHAKESPEARE'S "RICHARD II.": VIVIAN LEIGH AS THE QUEEN.

In the O.U.D.S. "Richard II." (produced by John Gielgud and Glen Byam Shaw) David King-Wood (the President) gave a brilliant interpretation of the King, whose character has always caused so much discussion among students of Shakespeare. Bryan Cave-Browne-Cave played the Duke of York, and Peter Watling, Thomas Mowbray. The costumes were by Motley.

I doubt whether a satisfactory play can be made out of Keats's life, because he was essentially a passive person, feeding on inner flames which the theatre can hardly portray.

"It is more noble," he writes to Reynolds, "to sit like Jove than to fly like Mercury; let us not therefore go hurrying about and collecting honey, bee like buzzing here and there for a knowledge of what is to be arrived at; but let us open our leaves like a flower, and be passive and receptive, budding patiently under the eye of Apollo, and taking hints from every noble insect that favours us with a visit."

Is that sort of man easily dramatised? I think not. Yet that is the essential Keats who soaked his senses in the beauty of the world and let the rich essence flow back into the Odes. So the dramatist naturally seizes on Keats's



AS RICHARD II. AND BOLINGBROKE (LEFT) AT A DRAMATIC MOMENT IN THE O.U.D.S. PRODUCTION: DAVID KING-WOOD AND JOHN FEATHERSTONE WITTY.

London's latest farce, a tremendously popular piece in America, is "Three Men on a Horse." The title of this piece, now at Wyndham's, immediately and correctly suggests that gambling is the subject. Wagering yields

reminded us that the loveliest of all poets of love could forget all about love and find in matters of State inspiration for verse as lovely and for situations as poignant as ever he did in the affairs of the heart.



## THE ELECTORAL VICTORY OF THE LEFT IN SPAIN: RIOTING AND ARSON.



THE PRISON AT CARTAGENA FIRED BY CONVICTS, WHO ARE SAID TO HAVE KILLED A WARDER WITH HIS OWN PISTOL: A MUTINY WHICH WAS EVENTUALLY QUELLED, WITH THE HELP OF TROOPS.



EXCITED CROWDS IN THE PUERTA DEL SOL, MADRID, CELEBRATING THE VICTORY OF THE LEFT IN THE ELECTIONS: DEMONSTRATORS WHO DEMANDED AN IMMEDIATE AMNESTY FOR POLITICAL PRISONERS.



A BRUSH WITH MOUNTED POLICE, SOME OF WHOM FRATERNISED WITH THE CROWD: RIOTERS IN MADRID, WHERE A "STATE OF ALARM" WAS PROCLAIMED; ONE PERSON HAVING BEEN KILLED AND A NUMBER INJURED—A MARCH TO THE GAOL TO DEMAND THE RELEASE OF POLITICAL PRISONERS.



A COMMUNIST MEETING IN MADRID, WHERE LEFT-WING SUPPORTERS CELEBRATED THEIR VICTORY: THE CLENCHED FIST AND THE HAMMER AND SICKLE IN EVIDENCE.



RIOTS IN BARCELONA, WHERE EIGHT PEOPLE WERE WOUNDED, SEVERAL OF THEM GRAVELY, WHEN POLICE FIRED ON THE CROWD: ARMED POLICEMEN SURROUNDING A RIOTER, WHILE OTHERS RUN FROM THE SCENE.

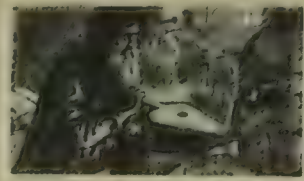


ARMED POLICE IN BARCELONA TRYING TO DISPERSE A CROWD: DURING A DEMONSTRATION OF THIRTY THOUSAND PEOPLE IN FAVOUR OF AN AMNESTY AFTER THE ELECTORAL VICTORY OF THE LEFT.

Although the returns were still far from complete, it became known by February 17 that there had been a remarkable swing to the Left in the Spanish elections. Thereafter, through most of the week, there was wild popular rejoicing in the streets of the big cities. Occasionally the boisterous good humour of the crowds led to more serious incidents. A "state of alarm" was temporarily proclaimed in Madrid, and martial law was declared in Murcia, Alicante, Valencia, and elsewhere. Great demonstrations were held in favour of an amnesty for political

prisoners—especially those concerned in the rising of October 1934—and Señor Azaña, the new Prime Minister, did much to allay passions and to restore calm by an almost immediate gratification of this demand. Thirty thousand prisoners were released, many of them before the amnesty became law on February 22. Among those set free, was Señor Luis Companys, the Catalan ex-President, who was serving his sentence in Cartagena gaol. He travelled to Madrid, and there conferred with Señor Azaña, who depends on his co-operation in Catalonia.





## THE WORLD OF SCIENCE.



### LARGE APPETITES AMONG FISHES.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

CHARLES KINGSLEY, in his eulogy of the "black-north-easter"—the cruellest wind that blows—bade it "hunger into madness every lazy pike." Surely that was a little unnecessary, since the pike needs no incentive to appetite, for its voracity is proverbial. It has been estimated that a full-grown pike in the course of a day will eat its own weight of food, so great is its appetite and so rapid its powers of digestion. Its victims are seized cross-wise, but swallowed head first. Water-birds, frogs, and voles, as well as the smaller members of its own species, make up its varied diet. There are even records of attacks on bathers, probably in cases where it has been a day or two on short rations. But the pike is a mild and gentle creature compared with some other fishes. From the stomach of a lancet-fish (*Alepidosaurus*), for example, a deep-sea fish, there were taken several octopods, crustaceans, ascidians, a young brama, twelve young boar-fish, a horse-mackerel, and one young of its own species. Another contained twenty-one lump-suckers!

The tropical and sub-tropical barracudas (*Sphyrana*), of which there are some twenty species, have an evil reputation. They bear a general likeness to the pike, and the largest species attains to a length of eight feet or more and a weight of one hundred pounds. The great jaws are armed with dagger-like teeth. The largest fishes are solitary in their habits, fortunately, but the young swim in shoals. The species known in the West Indies as the picuda or becune, according to Mr. J. R. Norman, one of our greatest authorities on fishes, is more feared by bathers than any shark, since it is not only extremely ferocious, but also utterly fearless, and is much more likely to attack without provocation than the shark. Sir Hans Sloane, so long ago as 1707, discloses a discriminating taste on the part of these ravenous creatures. On the authority of Père Labat he says that they prefer a negro to a white man and an Englishman to a Frenchman! But dainties of this sort are rare. Normally it feeds on other fishes, in the capture of which it displays a diabolical persistence, since it herds shoals of its intended victims into shallow water, and keeps constant guard over them until its last meal has been digested and it is once more hungry!

The caribe or piraya (*Serrasalmus*) of the rivers of South America is another most ferocious fish, attaining to a length of about two feet, and with

attracting them in their thousands. Men bathing, or wading, have been attacked and severely bitten or even killed by the concentrated fury of these attacks. A case is on record of a man and his horse who fell into the river and were later found with the flesh cleanly picked from their bones!



A FEROCIOUS FISH WHICH HERDS SWARMS OF SMALLER FRY INTO SHALLOW WATER IN ORDER THAT IT MAY GLUT ITS ENORMOUS APPETITE AT EASE: THE BARRACUDA (*SPHYRANA BARRACUDA*), WHICH HAUNTS TROPICAL AND SUB-TROPICAL SEAS AND IS MORE FEARED BY BATHERS THAN A SHARK.

The coal-fish (*Gadus virens*) of our seas is another of these gourmands. It feeds on the fry of cod-fish, surrounding them on all sides and, drawing the circle closer and closer, drives its helpless victims into a dense mass, which it then proceeds to chase upwards to the surface. Hence they are attacked from below by their remorseless pursuers, and from above by hordes of sea-birds. Having regard to the havoc they cause, the fishermen who clamour so loudly for the destruction of the cormorant would be well advised to reconsider their animosity towards this bird, at any rate, in waters where coal-fish abound. For this fish has no great commercial value and by no means confines its diet to young cod-fish. It is certainly known to levy a heavy toll on salmon-smolts. Hence every coal-fish eaten by a cormorant means a saving of several thousand young cod and salmon. But the fisherman, whether he fishes with net or rod, is among the most prejudiced and short-sighted of men. He thinks only of what he regards as his own interests.

But surely the most voracious fish in all the seas the world over is the blue-fish (*Pomatomus*), a silvery, blue-backed fish resembling the bass in appearance and attaining to a weight of fifteen pounds or more. It haunts the warmer waters of the Atlantic, swimming, in vast hordes, in pursuit of other fish, often not much inferior to themselves in size. Like a pack of hungry wolves they leave a trail of fragments of fish and blood behind them, for such of their victims as are too large to be swallowed whole are bitten in half, leaving the front portion to float away or sink. It is said that their gluttony is so great that when

the stomach is filled its contents are disgorged, and the feast begins again. According to expert calculations as many as one thousand million blue-fishes resort annually, in the summer season, to the Atlantic



THE PIRAYA (*SERRASALMUS*), EVEN MORE FORMIDABLE, THOUGH MUCH SMALLER, THAN THE BARRACUDA: A SPECIES WHICH LIVES IN SOUTH AMERICAN RIVERS, FEEDING MAINLY ON OTHER FISH, BUT ALSO (IT IS SAID) ATTACKING IN FEROCIOUS SWARMS ANY LAND ANIMAL WHICH ENTERS THE WATER.

coasts of the United States; and, allowing ten fish per day to each blue-fish, no less than ten thousand million are eaten each day, whilst about twelve hundred million millions are devoured in the course of a season.

About one million blue-fish find their way to the New York fish market, for they are highly esteemed as food. This destruction, however, is, of necessity, not confined to the adult; for the stomachs of young blue-fish which are no more than 6 inches long have been found loaded with fish. The favourite prey of the adult is apparently the Menhaden, a relation of the herring. Though reckoned coarse-eating when adult, the young, in oil, make acceptable substitutes for sardines. But the adult fish is taken in great numbers for the sake of the yield of oil. The blue-fish follow the menhaden shoals round the coast, attacking them all the while with such ferocity that, in their mad rush to escape pursuit, they are driven ashore, where they are sometimes piled up in "windrows" to a depth of a foot or more. Hence, in addition to vast numbers eaten, probably as many more are wasted after this fashion.

No land animals of any sort display such an insatiable appetite as the blue-fish, which, indeed, has no rivals even in the sea. But nowhere else, save in the sea, could there be a food-supply capable of withstanding such raids. Even so, however, one can but marvel that such fish as the blue-fish ever came into being.



THE MOST VORACIOUS OF ALL LIVING FISHES: THE BLUE-FISH (*POMATOMUS*), WHICH VISITS THE ATLANTIC COASTS OF NORTH AMERICA IN NUMBERS AMOUNTING TO ONE THOUSAND MILLION ANNUALLY, THIS SWARM KILLING NO FEWER THAN TEN THOUSAND MILLION OTHER FISH A DAY!

sharp cutting-teeth lodged in short, powerful jaws. They travel in swarms, and can cut off a mouthful of flesh as cleanly as a pair of scissors. The smaller fishes form their staple diet, but any land animal entering the water is attacked and cut to pieces in an incredibly short space of time, the smell of blood

Our little stickleback is another species with a voracious appetite; being very destructive to the spawn and young fry of other fishes. In the course of five hours one has been known to devour seventy-four young dace, each of about a quarter of an inch long, and two days later it swallowed sixty-two!



## PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



**THE LIBERAL GOVERNMENT IN CANADA: MR. MACKENZIE KING (CENTRE; SEATED) WITH THE MEMBERS OF HIS CABINET.**

The members of Mr. Mackenzie King's Liberal Government seen in this photograph are (l. to r.; seated): Mr. Fernand Rinfret (Secretary of State), Mr. J. C. Elliott (Post Office), Mr. P. J. A. Cardin (Public Works), Mr. T. A. Crerar (Interior and Mines), Mr. Mackenzie King (Prime Minister and Secretary for External Affairs), Mr. Ernest Lapointe (Justice), Mr. Dunning (Finance), Mr. Euler (Trade and Commerce), Mr. Ian Mackenzie (National Defence); and (standing) Mr. C. D. Howe (Transport), Mr. J. E. Michaud (Fisheries), Mr. C. G. Power (Pensions and National Health), Mr. Ilsley (National Revenue), Mr. N. McLeod Rogers (Labour), Mr. Gardiner (Agriculture.)



**MISS EVELYN PINCHING, THE BRITISH GIRL WHO WON THE WORLD SKI CHAMPIONSHIP AT SEEFELD.**

Miss Evelyn Pinching, the British skier, became woman champion of the world in the International Ski Federation Sports at Seefeld on February 22. She won the downhill race and finished second in the slalom. Conditions on February 21 were extremely dangerous, the thin coating of snow being frozen hard. There were broken bones and other injuries among the competitors.



**SIR EDGAR BRITTEN; IN COMMAND OF THE R.M.S. "QUEEN MARY."**

It was announced recently that the great new Cunard White Star liner "Queen Mary" was to have two "captains." In addition to Sir Edgar Britten, Commodore, in command, Captain George Gibbons has been appointed captain of the new liner. This procedure is necessitated by the huge size of the vessel. Captain Gibbons has been captain of the "Majestic," "Aquitania," and "Berengaria." He is fifty-seven.



**CAPTAIN GEORGE GIBBONS; "SECOND CAPTAIN" OF THE "QUEEN MARY."**



**THE REPUBLICAN PARTIES TAKE OFFICE IN SPAIN: SEÑOR AZAÑA AND MINISTERS.**

Following the victory of the parties of the Left in the Spanish General elections, Señor Manuel Azaña accepted the task of forming a new Government on February 18. The members of the Government seen in the photograph are (l. to r.): Señor José Giral (Marine), General Miaja (War), Señores Amos Salvador (Home Office), Augusto Barcia (Foreign Affairs), Manuel Azaña, Antonio Lara (Justice), Casares Quiroga (Public Works), Marcelino Domingo (Education), Enrique Ramos (Labour and Health), and M. Blasco Gascon (Communications).



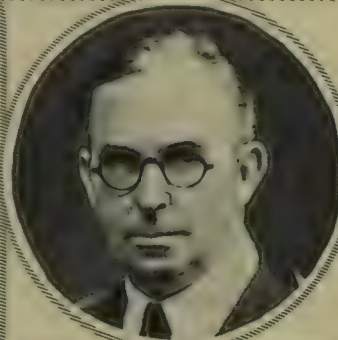
**SIR H. M. KNATCHBULL-HUGESSEN.**

British Minister in Teheran. Appointed Ambassador to China. Entered the Foreign Office, 1908. Attached to the British delegation at the Peace Conference. Served in The Hague, Paris, and Brussels. Minister to the Baltic States, 1930.



**MR. ALGERNON NEWTON, A NEW A.R.A.**

Elected an Associate of the Royal Academy, February 18. The well-known landscape painter particularly successful in his rendering of architectural subjects. Painted a mural decoration in the "Queen Mary."



**MR. T. C. DUGDALE, A NEW A.R.A.**

Elected an Associate of the Royal Academy, February 18. Portrait and subject painter, decorator and designer. Gained the Gold Medal at the Paris Exhibition of Decorative Art in 1925. Painted "A Caller" and "Candlelight and Tea."



**SIR ARTHUR COLEFAX, K.C.**

The eminent patent lawyer. Died February 19; aged sixty-nine. M.P. S. W. Manchester (Unionist), 1910. Presided, investigation of accidents to passenger-carrying aircraft, 1929. Conducted Court of Inquiry into London omnibus strike, 1924.



**MR. WILLIAM ADAMSON.**

Formerly Secretary for Scotland. Died February 23; aged seventy-two. Began his career as a pit-boy, and worked as a miner for twenty-eight years. M.P. (Labour), West Fife, 1910. Became Chairman of the Parliamentary Labour Party in 1917.



**COLONEL DAMIAN VELCHEFF.**

A famous Bulgarian political figure. Condemned to death, February 22 for conspiracy—the sequel to the events of last October. Led the coup d'état which overthrew Stambuliski (1923). Was active in setting up the military régime, 1934.



**WINNER OF THE CENTENARY WATERLOO CUP: HAND GRENADE; WITH HIS JOINT OWNERS, MRS. HILTON GREEN AND LORD STALBRIDGE.**

The centenary Waterloo Cup was won on February 22 by the second-season black dog, Hand Grenade (by Danielli out of White Crocus), the joint property of Mrs. Hilton Green and Lord Stalbridge. He beat Mr. Rowland Rank's black dog Rotten Row. The winner was bred by Mrs. Hilton Green and is the sixth winner trained by D. W. Smith.



## A PAGE FOR COLLECTORS.

### GAINSBOROUGH AT 45, PARK LANE: THE DRAWINGS.

By FRANK DAVIS.



I FOUND myself wondering, on a second visit to this beautiful show (entrance 5s., on behalf of the Royal Northern Hospital), what would be our opinion of the painter had he lived only so long as Watteau. The latter was thirty-seven when he died in 1721: Thomas Gainsborough was born in 1727, so reached that age in 1764, by which time his reputation had been firmly established in Bath. The world would have lost several masterpieces, e.g.,

for example, the small portrait of David Garrick, lent by Lady Swinton (the large full-length from Stratford is mannered and dull by comparison); the splendid Duchess of Montagu, that old, tired, vital, and clever woman; and Sir Benjamin Truman, shrewd, self-opinionated, and a wonderful advertisement for his own brew!

Yet even so, we are looking at Gainsborough in his more formal

disregarded, except by a very small circle of connoisseurs (e.g., Sir Thomas Lawrence), until our own times. There are still many men alive who can remember how it was possible to go along to the now



1. "LANDSCAPE WITH COVERED WAGON": A FINE DRAWING INCLUDED IN THE GAINSBOROUGH EXHIBITION. (10½ BY 13½ IN.)

Lent by Mr. L. G. Duke.

Lord Swaything's "Harvest Wagon," which Gainsborough exchanged for Wiltshire's grey horse—but would have still been able to enjoy such perennial delights as his own portrait of himself, his wife, and his little daughter; the Brown family; the Andrews family, so self-consciously proud of their best clothes and their broad acres; the beautiful, limpid "Drinkstone Park," and—if indeed this astonishing *tour de force* can really be as early as that—the brilliant and moving landscape, "The Edge of the Common," which some of us insist is the finest thing in the exhibition.

Happily, this is a purely vain speculation, but not, I suggest, entirely valueless: at least it makes us realise the extent of his achievement before increasing success took him up to London, and increasing popularity forced him to undertake work which his own personal tastes would probably have made him refuse.

This brings me to another aspect of the man which is astonishingly well illustrated by this exhibition. We are all agreed that he is a finer landscape painter than he is a portraitist; he says so himself, and modern criticism sees no reason to differ from his own judgment. I have no space in which to discuss what it is that makes a good as distinct from a mediocre portrait—I do say that it is a stimulating experience to see so many of his portraits side by side, and mark the degree of sympathy with the sitter he is able to work up in each case. It would be a misuse of the English language to speak of one as "bad" and of another as "good": what one does notice is the painter's ill-concealed boredom with a few of his subjects. Somebody—man or woman—comes to be painted, bringing a completely empty mind, and at once it is possible to visualise Gainsborough saying to himself (with an oath or two): "Here's a nincompoop—I'll play arpeggios up and down the drapery and try and forget this empty face"—and so he does.

With his personal friends and those of his *clientèle* whom he found interesting, what a different story!—



2. "LANDSCAPE WITH TREES, COTTAGE, AND COWS": A DRAWING WITH A STRIKING EFFECT OF LIGHT; IN THE GAINSBOROUGH EXHIBITION HELD AT 45, PARK LANE IN AID OF THE ROYAL NORTHERN HOSPITAL.

Lent by Mr. Victor Koch.

moments—he is to be found off parade, as it were, and as most other great men of his calibre are to be found—in his drawings, which to my mind are by no means the least exciting section of the exhibition. Amazing how Old Master drawings in general were

defunct firm of Parsons in the Brompton Road and find a Rembrandt drawing for five shillings. Gainsborough himself set no value upon his own sketches, and invariably gave them away to his friends.

Of the comparatively few figure subjects, that of his friend, the auctioneer John Greenwood, seems to me to take pride of place (Fig. 3)—an extraordinarily sensitive and understanding portrait. It was Greenwood who, at his rooms in Leicester Square, sold the famous "Cornard Wood," now in the National Gallery, describing it as "particularly, very capital . . . a Landscape by Mr. Gainsborough, it is presumed, has no equal."

This was in 1788. Mr. Whitley, in his invaluable biography of Gainsborough published in 1915, produces evidence as to Greenwood's high reputation in the shape of an article in the *Morning Herald* from the pen of Mr. Bate, whose portrait as Sir Henry Bate Dudley is No. 13 in this show. Bate is warning the public about the activities of forgers after the artist's death.

"When a genius of first-rate merit departs, with what posthumous rubbish is he instantly encumbered, to answer the catchpenny-views of literary fabrications! So fares it in the graphic branch as much as in letters, and such is the fate of the charming Gainsborough. . . . An execrable impostor of the brush who resides at Bath has been labouring for some months past to impose on the taste of the public by pictures and drawings in the Master's style; and two others in different parts of the kingdom are employed in the like ungenerous manner, which, in the end, they will find most unprofitable. Two pictures under the description just mentioned were last week sent to Mr. Greenwood, and we believe they are intended for sale this day. The eye of that gentleman is too correct to be imposed upon and his integrity is too established to allow the deceptions in question to pass as genuine works. It is well that they fell into hands too respectable to continue the deceit. . . ."

As for the landscape drawings, two of which are illustrated here, they provide inexhaustible enjoyment, and have this further interest—very few of us can ever hope to own a painting by Gainsborough, but a drawing is within the reach of many. Luckily they are not so rare as one might imagine, partly because America has not yet fully realised how fine they are.



3. "JOHN GREENWOOD, THE AUCTIONEER"—A DRAWING IN THE GAINSBOROUGH EXHIBITION IN PARK LANE: A FINE PORTRAIT OF A MAN WHO, BEFORE HE BECAME AN AUCTIONEER, HAD BEEN AN ARTIST HIMSELF. (17½ BY 13 IN.)

John Greenwood was an American by birth. He migrated to Surinam, thence to Holland, and finally reached England in 1763. He was a painter and a mezzotint engraver, exhibiting at the Incorporated Society of Artists from 1764 to 1776, when he became an auctioneer. The portrait reproduced here is in crayon, heightened in white.

Lent by Mr. Victor Koch.



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# FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

## POPULAR DELUSIONS ABOUT BANKING.

CRITICISMS of our banking system, which were especially loud and voluminous during the worst years of depression, have been less vigorous since business recovery got under way and maintained its progress, in spite of dismal prophecies about the expected approach of "saturation point" in the home market. Nevertheless, there is still quite enough evidence of poverty in the midst of plenty, even in this relatively prosperous country, to whet the eloquence of those who hold our banking system responsible for all the economic evils from which we suffer; and those who believe that we should all be better off if we all had a little more money are still ready to accuse bankers of obstructing the progress of humanity by refusing it a sufficient supply of purchasing power. This charge was vigorously popularised by Major Douglas and his enthusiastic supporters, who have done so much to make ignorant people believe that the bias of bankers is towards establishing a corner in money by keeping it scarce. "Money dealers," said the Major, in his widely read work on "Social Credit," "are normally deflationists," and a deflationist is usually supposed to mean someone who tries, or wants, to make prices of goods lower by reducing the amount of money available for paying for them. "There is," he added, "no doubt whatever about the facts: in the past three years we have had the two conditions side by side; in Great Britain a restriction of credit and consequent industrial stagnation; on the Continent, enhanced credit issues and great industrial activity." Unfortunately for this hard-working propagandist, the facts about which he had no doubt can only have been supplied to him by someone who had not taken the trouble to look the banking figures up. For the revised edition of "Social Credit," from which this quotation is taken, appeared in 1933, so that the "past three years" must evidently have been 1930 to 1932. But at the end of 1932 the deposits in the banks of England and Wales, which are the measure of the creation of credit in those countries, stood, according to the *Economist's* Banking Supplement, at the highest figure ever touched at that time, £2064 millions against £1911 millions at the end of 1929; and during the same period there had been an expansion of £26 millions in the deposits of the Scottish banks.

## CREDIT INCREASE UNDER MODERN BANKING.

These figures have often enough been put forward in disproof of the Douglas assertion as to the deflationary craving of bankers. But it still persists. In a book by Mr. Christopher Hollis, called "The Two Nations," published at the end of 1935, it was stated that "as a general rule the bias of a bank is towards deflation, for the bank prefers prices low." If bankers really are possessed by this bias, they have most successfully suppressed its influence on their own minds. For the whole record of history, since banking and industry have grown together in the last hundred and fifty years or so, has been one of credit expansion. In fact, in its early days, when banking was carried on all over the country by an immense number of small private firms, it worked in a spirit of such reckless inflationary zeal that its eagerness to create credit by the issue of bank notes led to serious disaster. In those good old days, which some of our so-called reformers would presumably desire to bring back again, "any person, however impecunious, could start a bank and (down

to 1775 at all events) issue notes purporting to be payable on demand. Every grocer, draper, tailor, and haberdasher who chose might flood the country with his 'miserable rags,' until legislation prohibited the issue of notes of less than £5. This slight check on the expansiveness of the banks of those times was of so little avail that in three years ending in 1816, 240 country banks failed, owing, as we learn from Ellis Powell's "Evolution of the Money Market," to lending money on farm mortgages for agricultural improvements.

## OFFICIAL REGULATION OF NOTE-ISSUES.

So far from being deflationary, the banks of those days created credit so imprudently that Parliament intervened with the famous Bank Act of 1844, which

been growing, not on the reckless principles that made the small banks of the early nineteenth century a public danger, but regulated by the accumulated experience and honest prudence of the joint stock directors and managers, who had to struggle hard, in the early days of their existence, to gain a footing in our business system. But though careful, they can hardly be accused of being deflationary. For when the full banking figures for the past year are published, it will certainly be found that they have once more beaten all records in the extent of the credits granted. The ten London clearing banks showed an expansion in deposits of £120 millions during 1935, and there is every reason to expect that the other banks will have followed suit.

## DEFLATION BAD FOR BUSINESS.

If only these earnest folk who bring such queer accusations against bankers would take the trouble to find out something about the facts of business life, they would see that any banker who was really a deflationist would be working to reduce his own activities and the profits of his bank. Mr. Hollis, as quoted above, has been good enough to tell us why, in his belief, the bias of a bank is towards deflation. This is because it "prefers prices low." But why should a bank be so stupid? Everyone who has studied the course of the recent crisis knows that one of its worst symptoms has been a fall in prices, which has brought producers to, and often over, the brink of ruin, and, by reducing their purchasing power, has narrowed the market for manufactured goods. And even before this last worst crisis happened, the Macmillan Committee, on which bankers were strongly represented, reported that the object of this country should be, first, to raise prices a long way above the present level, and then to maintain them with as much stability as can be managed. Every banker and every business man knows very well that low or falling prices, though they may be convenient to his wife when she does the domestic shopping, have a paralysing effect on business activity, for the reason already indicated. Unless the producers—the farmers, miners, and others who grow or dig out the products of the soil—can get a price for their output that enables them to meet their expenses and pay for equipment and for their personal needs, the whole course of enterprise is warped. The producers' demand for manufactured goods falls off, and so the manufac-

turers have to reduce output and employment, with the result that the demand for the products of the growers and miners is still further diminished and the vicious circle of distress is in full swing; the demand for credit falls off, and the bankers, instead of being besieged by industry for the credit needed for expansion, have to use their funds in much less profitable investments in short-dated Government securities. Those who accuse the bankers of being in favour of low prices thus credit them with a blindness to their own interests which is hardly compatible with the uncanny shrewdness with which the same accusers commonly charge them with working the monetary machine for their own purposes. In so far as they work it—and it is, in fact, worked chiefly by the demands of their customers and consideration for the safety of the public's money—a tendency to deflationism is the last influence to which they are subject.



IN THE G.W.R. WORKS AT SWINDON, WHERE A BIGGER PROGRAMME OF ENGINE-CONSTRUCTION THAN HAS BEEN PLANNED FOR SOME TIME PAST WILL BE UNDERTAKEN THIS YEAR: A LOCOMOTIVE BEING LIFTED BODILY FROM ONE PART OF THE SHOP TO ANOTHER BY A GREAT TRAVELLING CRANE.

The Great Western Railway is now beginning work on its great 1936 programme of additions and renewals to its locomotives, rolling stock, and permanent-way. The programme is the largest which has been undertaken for some years past, and includes the construction, at Swindon, of 225 locomotives, 302 passenger coaches, and 3500 freight wagons. Twenty-five of the famous "Castle" class of engines (similar to those used on the "Cheltenham Flyer") are to be built. This programme is quite apart from the works to be carried out under the Government guaranteed loan scheme.

regulated the note-issue of the Bank of England, and limited that of all other banks. If Parliamentary restriction had been effective, these regulations would have stifled the growth of banking and of industry; but fortunately British banking had already developed an instrument of credit, the cheque, which our legislators did not see fit to regulate; and banking was thus able to grow, and did so through the creation of the joint stock bank, which gradually ousted the old private firms, absorbed them into itself, and, by the process of amalgamation, consolidation, and the spread of branches all over the country, gave us a banking system of unrivalled solidity and efficiency. Instead of issuing notes, it grants credits which are transferred by cheque, and so has given us a much safer and more satisfactory form of commercial currency than that which Parliament tried to regulate. In the meantime, this new form of currency, consisting of bank deposits operated on by cheque, has



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LIABILITIES		£
Paid-up Capital ... ..	14,248,012	
Reserve Fund ... ..	11,500,000	
Current, Deposit and other Accounts (including Profit Balance) ... ..	443,655,177	
Acceptances and Confirmed Credits ... ..	10,987,614	
Engagements ... ..	6,718,097	
ASSETS		
Coin, Bank Notes & Balances with Bank of England	48,695,719	
Balances with, and Cheques on other Banks ... ..	17,634,489	
Money at Call and Short Notice ... ..	26,710,876	
Investments at or under Market Value ... ..	111,464,862	
Bills Discounted ... ..	29,573,494	
British Treasury Bills ... ..	39,691,499	
Advances to Customers and other Accounts ... ..	177,120,890	
Liabilities of Customers for Acceptances, Confirmed Credits and Engagements ... ..	17,705,711	
Bank Premises at Head Office and Branches ... ..	9,239,896	
Other Properties and work in progress for extension of the business ... ..	942,559	
Shares in Yorkshire Penny Bank Ltd. ... ..	750,000	
Capital, Reserve and Undivided Profits of		
Belfast Banking Co. Ltd. ... ..	1,676,032	
The Clydesdale Bank Ltd. ... ..	3,052,405	
North of Scotland Bank Ltd. ... ..	2,437,512	
Midland Bank Executor and Trustee Co. Ltd. ... ..	412,956	

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## THE BANKS: THEIR HUMAN TOUCH.

By JOHN OWEN.

EVERY year the bank explores ways of serving its customers; with the result that new services are introduced that at once attract support. It sometimes happens that the novelty of an arrangement disturbs people who cannot break with the past: and the old lady who prefers a four-wheeler to a taxi will probably say she likes her old pass-book better than the loose-leaf pass-book of to-day. Yet the loose-leaf pass-book is one of the new and valuable conveniences which the bank provides for its clients. In other times our pass-books had to be left with the bank to be written up. Now, on the loose-leaf, the account is balanced from day to day, and at any moment you may have a statement of your balance detached and know how you stand to date. There is no doubt that the loose-leaf pass-book has come to stay. Its popularity will grow, until we shall wonder how we ever did without it. Its introduction to the private customer is a recent proof of the intelligence with which the bank sets itself to improve the facilities which it offers to its customers.

Another service now offered, which is being increasingly used, is one coming within the scope of the bank's investment department. The bank has, of course, always tried to serve its friends with first-class advice upon matters connected with the investment of spare capital. But since the slump, the search for good securities has presented serious difficulties to many people who, in the old days, lived on comparatively "handsome" dividends—whether derived from gilt-edged or the "safer" type of Industrial. The bank has been resorted to more and more to find investments which shall give a return not too much below that provided by the investments of other days. And the bank has, accordingly, been doing a good deal for its customers in the purchase of fixed trusts. It is a fact that so much has the investing public been attracted by this method of investment, that in a quite brief recent period fifty million pounds has been put into fixed trusts. These trusts have the guarantee of the bank, and some of them include 150 different stocks, the dividends of which range from 3 to 10 per cent.

Other services which the bank continues to provide include the purchase of annuities. The demand for these is increasing. And no wonder! In the case of an individual or a couple with no dependents, an excellent arrangement can be made whereby a comparatively large income can be obtained for a small expenditure of capital. I have in mind the case of a couple aged seventy-two, in ill-health, and with a total capital of £3000. At 3 per cent. they

would get £90, on which they could not possibly live. They went to the bank, which recommended an annuity. The £3000 then produced an income of £500 per annum! I have been told of cases in which, when the old couple died soon after the purchase of the annuity, the whole of the amount was, on the bank's setting forth the facts, returned to the estate. It has to be realised that in this matter of investments by old people the person recommending the annuity, or other form of investment, must have certain qualities—particularly those of humanity, shrewdness, and tact. But the bank manager, whether at head office or at the branches, is not usually appointed unless he has these gifts in greater or less degree. The wisdom and character of the branch manager are among the most remarkable factors in the relation between customer and bank: and his qualities come into play in these negotiations on what may be called the family plane. He does not recommend annuities where there is no need, and where there are dependents who, when the annuity goes, will be left totally unprovided for. He is shrewd and has the tact to ask a few questions. Only when a family is agreed that he should go ahead does he do so. It is this intelligently human touch which raises the bank from the purely business level to that of a genuine and valuable personal service.

But, as I have frequently pointed out, one of the bank's best claims to public approval is the intelligent humanity of its work. If by the pass-book it keeps our account for us, and by its investment department helps us to secure our incomes, it assists us in many other ways. It will collect our dividends (and check them!), it will pay our subscriptions (and remember when to do so!), and it will claim rebate on income tax (and see that we get it!). Another increasingly appreciated service which the bank offers us is that of a trustee, while it is willing to accept power of attorney. In the matter of a trust, it will act as executor or trustee; as trustee of a settlement, marriage or otherwise; as trustee for a charitable institution; or as custodian trustee—a very valuable service.

In a hundred other ways can the bank serve us. But I come back to the claim I have so often made for it, that the bank is first of all a friend, inviting us to test its usefulness and always anxious to prove its value.



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## NOTES FROM A TRAVELLER'S LOG-BOOK.

By EDWARD E. LONG, C.B.E., F.R.G.S.

## NEW ZEALAND—THE "NORWAY" OF THE ANTIPODES.

THE beauty of the Norwegian fjords has captivated many thousands of English folk, but how many lovers of Norway in the summer-time realise that in New



IN THE "NORWAY OF THE ANTIPODES": FJORD-LIKE SCENERY ON DOUBTFUL SOUND, SOUTHLAND, IN THE SOUTH ISLAND OF NEW ZEALAND.

Photographs by Courtesy of the High Commissioner for New Zealand.

Zealand's Southern Isle there is just such a wonderland, and that one can sail away from wintry weather here to days of perfect summer there, and find a "Norway" overseas, settled by a similarly hospitable folk, of our kith and kin, a land of lofty, snow-capped mountains, glaciers, and great fjords, with precipitous cliffs, in places luxuriantly clad with tree and shrub, over which foaming torrents dash to the blue waters below?

The fjords of New Zealand are in the extreme south-west of South Island, where the swell of the southern ocean breaks against tall granite cliffs, and great salt-water gulfs, some fourteen in number, penetrate into the very heart of that magnificent range of mountains known as the Southern Alps. The finest of the fjords is to be found in Milford Sound, where the scenery is almost indescribably grand. It is a vast cleft, or cañon, between towering granite mountains, with a length of ten miles,

and, in its narrowest part, where the width does not exceed a quarter of a mile, the cliffs rise straight up from the water's edge to a height of from 3000 to 5000 ft. In parts rather less steep, the sides of the Sound are clothed with shrub and fern, and, in places, with thick forest, the jade-green tint of which, with the blue of the water and the snowy-white mountain peaks, forms a symphony in colour, and to add to the beauty of the scene, the glacier-fed waters of the Stirling and the Bowen plunge almost sheer down into the waters of the Sound from a height of five hundred feet.

The most remarkable of the precipices of Milford Sound are the majestic Mitre Peak, which rises almost vertically, on the southern side of the Sound, to a height of 5560 ft., and the Lion Rock and the Palisades of Mount Kimberley, which dominate the Sound on the northern shore, and are so sheer in their ascent from the water as to create an impression of actually leaning over it! Milford Sound terminates somewhat abruptly at the foot of the lofty Sheerdown Heights, and at its back are ice-capped mountains of the Southern Alps, among them the two fine peaks of Tutoko (9042 ft.) and Pembroke (6700 ft.), both of which have glaciers. Amongst the other Sounds, which in all provide some two

hundred miles of cruising ground, Doubtful Sound, which, with Hall's Arm, has a length of twenty-five miles, is one of great beauty, and it has numbers of charming little forest-clad islets. Then there is Dusky Sound, which was entered by Captain Cook, in 1770, and again in 1773. In Pickersgill Harbour, Cook was able to anchor so close inshore that the yards of his vessel almost touched the branches of trees! Close by is Resolution Island, so named after Cook's ship, the *Resolution*.

Cruising in these sounds, or fjords, of Southern New Zealand is possible by means of special launch and steam-

ship services (arrangements in connection with which are made by the well-organised Government Tourist Department of New Zealand); and for those who are keen on hiking, it is possible to walk from Lake Te Anau, which, together with Lakes Wakatipu, Wanaka, and Manapouri, form New Zealand's beautiful Lakeland, to Milford Sound, a 33-mile trek which can be taken easily in stages and which is certainly one of the "wonder walks" of the world. The track runs through the magnificent Clinton Cañon, with its fantastically beautiful rock scenery, enhanced by the richness of the surrounding vegetation and the clear waters of the river below, by way of McKinnon Pass—going up to 3500 ft., with marvellous mountain scenery—to the lovely Sutherland Falls, where the water plunges down a precipice 1900 ft. high, said to be the longest fall of water in the world, amidst a wonderland of forest, rock, and fern. Mossy caves in this region are the home of the kiwi, and the kakapo, or ground parrot, and camping here at nightfall, one can always hear the high call of the former, and the curious drumming note of the latter—both night-roving birds. The last stage of the journey winds alongside the Arthur River, six miles of glorious forest and mountain scenery, and then comes peaceful, islet-studded Lake Ada, and the last two miles to Milford lead through some of the finest forest-land in South New Zealand.



THE BEAUTY OF THE FJORDS OF SOUTH ISLAND, NEW ZEALAND: A TYPICAL STRETCH OF SCENERY IN MILFORD SOUND, SHOWING A PORTION OF THE BOWEN FALLS ON THE LEFT.

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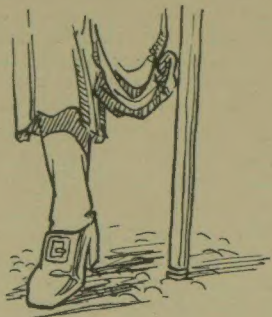
The Company, therefore, are now able to accept orders for cars or chassis with engines of either 3½-litre or 4½-litre capacity, as follows:—

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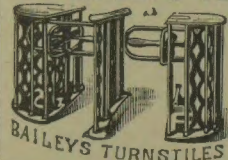
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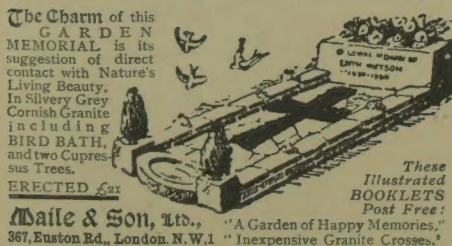
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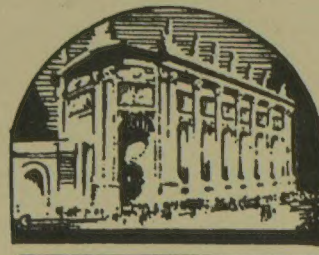
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## THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

BRITISH cars swept the board of the prizes for carriage comfort and excellence at the Monte Carlo Rally. In the first place, the chief prize, the Grand Prix d'Honneur, and the Gold Medal given by L'Auto for the best coachwork and carriage comfort, were won by H. E. Symons' 25-h.p. Wolseley "Super Six" saloon, which had been driven from Athens, trouble-free and without the loss of a mark, over those rough and difficult roads in Rumania and the Balkans. This car also won the first prize in the large closed-car class. An S.S. "Jaguar," driven by the Hon. Bryan Lewis, was second, and T. H. Wisdom's "Flying" Standard was third. In the open large-car class (over 1500 cc.) a 4½-litre Lagonda, driven by the brothers A. E. and R. J. Dobell, was placed first, a 3½-litre Bentley owned by W. B. Sanderson was second, and S. H. Light's open touring A.C. was awarded the third prize. In the "open" small-car (under 1500 cc.) class, Miss J. Astbury's 1½-litre Singer won the first prize, and D. E. Harris's Singer "Nine," the second prize. The closed 1500 cc. car class was won by an Opel with a Fiat "Balilla" second. The 25-h.p. Wolseley was also placed first in the "engine appearance" competition, with the Bentley second, the S.S. third, the Lagonda fourth, and Miss Astbury's Singer fifth. The British car which finished highest in the general classification was Mr. Donald Healey's Triumph Gloria two-seater, placed eighth in the general classification, so this car won the Barclay Cup. Mr. B. N. Wilmott, on the 12-h.p. Rover, started from Stavanger and was placed fifth in the 1500 cc. general classification class. In this category, Miss Joan Richmond and G. S. Brooks, starting from Umea, were equal second, with Z. Pohl, on a Popular, from Athens; D. E. Harris, from Tallin, being fourth, on the Singer "Nine." Unfortunately, there was a good deal of rain during this festival at Monte Carlo, but as some of the visitors stayed on for a few days they had the good fortune to be rewarded both by the weather and the new form of roulette at the International Sporting Club. This is "double" roulette, a combination in which the highest odds are 1200 to 1 in place of the usual 35 to one. In this "double" game two wheels revolve in the same direction but at different speeds. An ivory ball is thrown, as in the ordinary roulette, and falls into a numbered

recess in the smaller wheel. When this small wheel ceases to revolve a device locks the two wheels together in a certain position with their numbers facing each other. If two numbers facing each other are the same, stakes on that number receive odds of 1200 to 1. Play on all the other combinations usual in roulette is also allowed, and the odds are increased if these numbers are in the combination of the locked two wheels.

The circuit of Ireland trial organised by the Ulster Automobile Club will take place from April 11 to 14 inclusive. This event should help to popularise Ireland as a motor-touring resort, for the circuit to be taken includes excellent scenery and the chief places of interest in the country. I must remind those motorists who would wish to take part in this trial that all drivers must be in possession of an International Competition Licence (obtainable from the R.A.C.), a North of Ireland or an English driving licence, and an Irish Free State driving licence. But full details can be obtained from the Secretary of the Ulster Automobile Club, 65, Chichester Street, Belfast, in regard to the regulations and entry forms. It is a very pleasant tour, although competitors have to make an average speed of 24 miles an hour between controls. The competitors will start at Bangor, Co. Down, at 10 a.m. on April 11 with a two-minute interval between each car. From Bangor the route crosses the Ulster-Free State border at Newry, the first control, and runs through Dublin to Wexford, the second control. From there, competitors will proceed to Glengarriff, Co. Cork, and thence to Killarney. The first car is expected, and scheduled to arrive, at about 3 a.m. on Easter Sunday, April 12, and the competitors will have a day's rest period in order to visit the beauty places for which Killarney is noted. Early Easter Monday morning the competitors resume their tour, and will be required to report their arrival at Ballybunion, Co. Kerry, Lahinch, Co. Clare, Clifden, Co. Galway, Ballina, Co. Mayo, Ballyshannon, Co. Donegal, Glencolmeille, Co. Donegal, Dunfanaghy, Co. Donegal, and then cross the Ulster-Free State border at Londonderry, where the first car is due at 8 a.m. on the morning of April 14. From Londonderry the route runs to Ballycastle, Co. Antrim, then to Larne and through Belfast to Bangor, where the competitors are due to arrive from 1.30 p.m. onwards on Tuesday, April 14. There are two classes, one for cars up to 13 h.p., another for those over 13 h.p. The winner of the

Ulster A.C. Challenge Trophy will be the competitor who retains the greatest number of marks irrespective of class, and the prizes for each class are £50 for first prize, £20 for second, £10 for third, and £5 for fourth prize. There is also a team prize of nine guineas for teams of three cars, a cup for the woman driver making the best performance in the Trial, and a cup for the best performance made by a car originally registered before Dec. 31, 1928—a sort of "old crock"—to encourage owners of older cars to enter for this tour of Ireland. Also, of all those completing the course, the 25 per cent. retaining the greatest number of marks will receive first-class awards and the remainder second-class awards. Entries close at single fees (two guineas for non-members) on March 23, and at double fees on March 30, members of the organising Club paying one guinea for single fees. It seems a pleasant way to spend the Easter Holidays, with a chance of paying expenses by winning a prize, especially as fine weather is expected at this time of year.

We have received from the Director of Publications at H.M. Stationery Office a copy of the Facsimile of the original manuscript of the Proclamation of H.M. King Edward VIII. as signed at St. James's Palace on Jan. 21 of this year. The original parchment is in two sheets, fastened together with ribbon and seal. The facsimile, on which each signature is clearly legible, is half the size of the original. The ribbon and seal of the original are reproduced in colour. This facsimile constitutes, from the point of view of the general public, one of the most interesting publications ever issued by the Stationery Office. It is priced at 2s. 6d.

One of the most fascinating sections of the Science Museum is that which houses the collections illustrating heavier-than-air aircraft; and doubtless many of our readers will be interested to learn of the issue of a second edition of the Handbook to these collections. Not only does this work give full descriptions of most of the leading historic types of aircraft, but it also contains an outline of the history of the development of mechanical flight from the beginning to the present day. The National Aeronautical collection is now the most comprehensive exhibition of its sort in the world. It includes the historic gliders of Lilienthal, Pilcher, Chanute and Weiss; the original Wright aeroplane which made the first flights in 1903, the Vickers Vimy aeroplane which made the first crossing of the Atlantic by air in 1919, and many others. The Handbook (price 2s. 6d.; by post 2s. 9d.) may be obtained direct from the Science Museum, London, S.W.7, or from His Majesty's Stationery Office, Kingsway, W.C.2.

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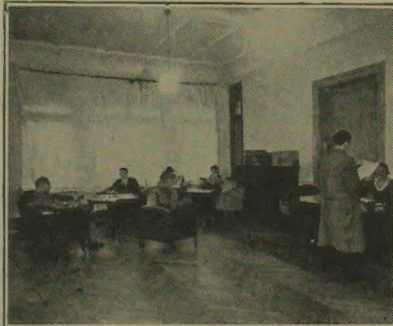
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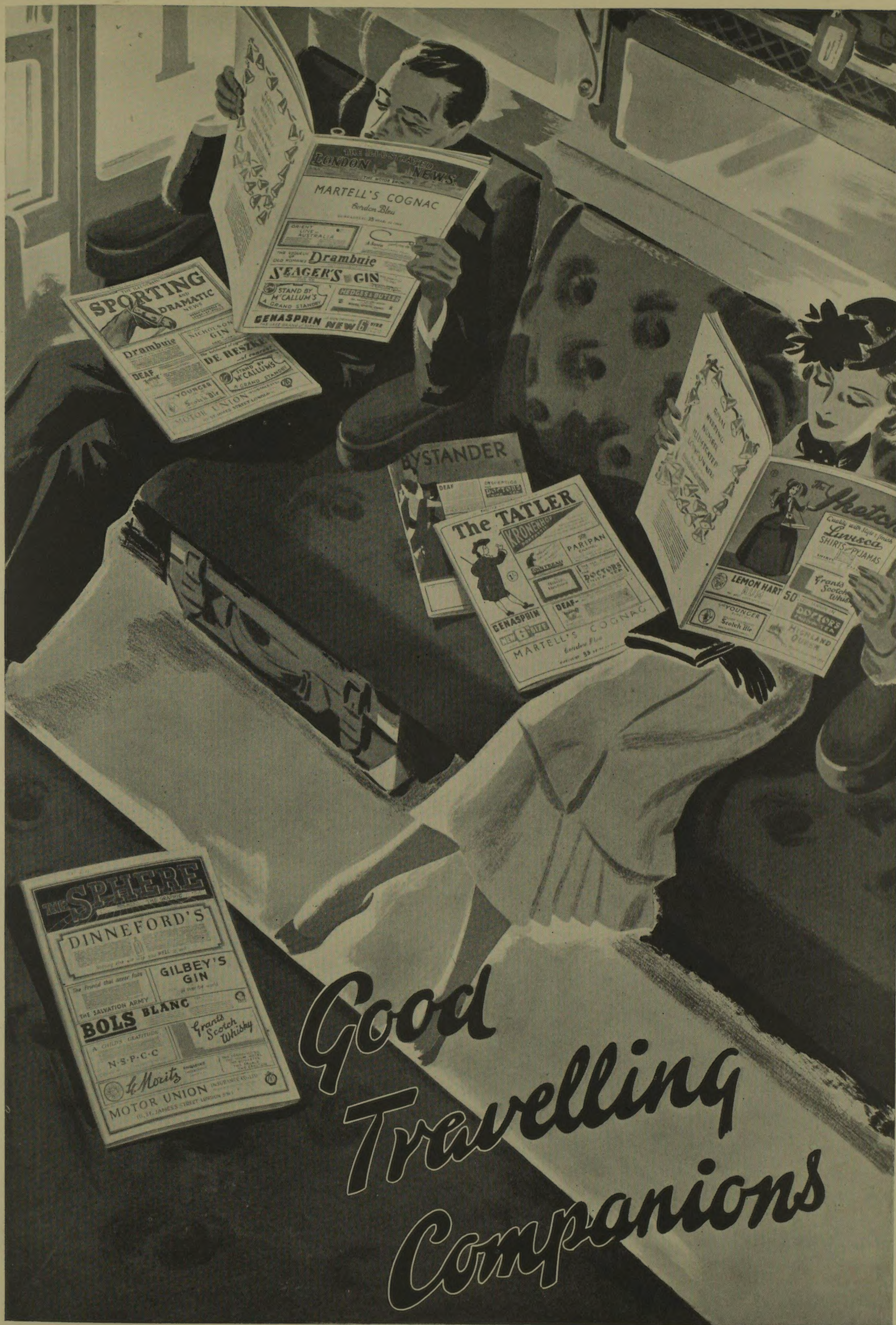
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